MR. S. J. NAIR :
133. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re 1.

MR. S. J. NAIR :
134. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
135 To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
136. To reduce the total allotment of Rs. 9,19,309 under Demand I by Rs. 5.

MR. S. J. NAIR :
137. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
138. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
139. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
140. To reduce the total allotment of Rs. 9,19,309 under Demand I by Rs. 2.

MR. S. J. NAIR :
141. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. K. PADMANABHAN :
142. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. K. PADMANABHAN :
143. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. S. J. NAIR :
144. To reduce the total allotment of Rs. 9,19,309 under Demand I by Rs. 2.

MR. K. R. ELENKATH :
145. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. K. R. ELENKATH :
146. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. K. R. ELENKATH :
147. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

MR. A. THANU PILLAI :
148. To reduce the total allotment of Rs. 9,19,309 under Demand I by Re. 1.

The motion for a grant of Rs. 9,19,309 *minus* Rs. 2 under Demand I—Land Revenue—was put to the vote of the House and carried.

The Demand was passed and the grant was made.

DEMAND II.—PUBLIC WORKS DEPARTMENT.

MR. G. B. E. **TRUSCOTT** (*Chief Engineer*) : Sir, I move for a grant not exceeding Rs. 47,80,133 under Demand II—Public Works Department.

DEPUTY PRESIDENT. Motions numbers 149 to 152 are inadmissible. Next motion (No. 153) by Mr. John Joseph is admissible.

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Motion Nos. 149 to 152.

The following motions were not therefore moved :

MR. S. J. NAIR :

149. To reduce the allotment of Rs. 4,800 for Assistant Engineer by Re. 1.

MR. S. NILAKANTA PILLAI :

150. To reduce the allotmens of Rs. 6,606 for salaries by Re. 1.

MR. G. NILAKANTAN :

151. To reduce the allotment of Rs. 6,606 for salaries by Re. 1.

MR. S. NILAKANTA PILLAI :

152. To reduce the allotment of Rs. 32,463 for establishment by Rs. 1.

Motion No. 153.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Just one point, Sir. Motions Nos. 153, 155 and 197 deal with the same subject. I take it that you will take them together.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*) : I rise to a point of order. Yesterday it was conceded by the members and also ruled by the Chair that such representation in the various departments need not be moved yesterday in view of the G. O. already issued on the point. Particularly Mr. John Joseph and Mr. Sastri were content with that ruling and in the face—

DEPUTY PRESIDENT. That is a question of expediency. I am now at the question of legality. I allowed Mr. John Joseph to make his motion.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : Sir, the object of the motion is "to point out that qualified members of the depressed classes are not being entertained in the P. W. D. and to urge on the attention of Government the desirability of appointing such men in the Department". This is a motion on the establishment only and as such the policy of appointment in regard to the whole Department cannot be in order under this head. It must come under the total demand.

MR. M. SIVATANU PILLAI (*Tovala*) Sir, is the member not questioning the ruling of the Chair ?

DEPUTY PRESIDENT : When the Chair has ruled that the motion is admissible, any further criticism on it is not only unnecessary but also illegal.

Mr. John Joseph may move his motion.

MR. N. JOHN JOSEPH (*Nominated*): സർ,എസ്റ്റാബ്ളിഷ്മെൻറുവക കുള്ള നമ്പർ,ഈ ഗ്രൂപ്പായിൽനിന്നും ഒരു ഗ്രൂപ്പ് കറയ്ക്കണമെന്നുള്ള എന്റെ ഉപക്ഷേപത്തെ ഞാൻ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

DEPUTY PRESIDENT : I want to explain one point. You must confine your remarks to the Chief Engineer's office.

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MR. N. JOHN JOSEPH (*Nominated*): ചീഫ് എൻജനീയരാഫീസിൽ അഡീഷനൽ തരത്തിൽനിന്നും പരീക്ഷ പാസ്സായിട്ടുള്ള ആളുകൾ പലരും പല പ്പോഴും ഉദ്യോഗത്തിനപേക്ഷിച്ചിരുന്നു. ആ അപേക്ഷകളെ അനുക്രമമായി പരിഗണിക്കാതെയാണിരുന്നിട്ടുള്ളതു് എന്നു വ്യസനസമേതം പ്രസ്താവിക്കേണ്ടിയിരിക്കുന്നു. അഡീഷനൽ തരത്തിൽ പരീക്ഷായോഗ്യതയുള്ളവരുള്ളതുകൊണ്ടു് അവരേയും ഉദ്യോഗത്തിൽ നിയമിച്ചു പ്രോത്സാഹിപ്പിക്കാമായിരുന്നു.

MR. N. E VARUGHESE (*Tiruvalla I*): ഏതുദ്യോഗത്തിനാണപേക്ഷിച്ചിരുന്നതു്?

MR. N. JOHN JOSEPH (*Nominated*): ചീഫ് എൻജിനീയരാഫീസിൽ ഇപ്പോഴിരിക്കുന്നവർ ചെയ്യുന്ന ജോലിക്കുതന്നേയാണു്. വിശേഷാലുള്ള ടെക്നിക്കൽ യോഗ്യതയുള്ളവരാരും ഉദ്യോഗത്തിനപേക്ഷിച്ചിരുന്നില്ല.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): The allotment for the establishment is Rs. 37,203. But the motion includes only Rs. 32,463.

DEPUTY PRESIDENT: Any how it has been admitted.

MR. S CHATTANATHA KARAYALAR (*Shencotta*): Are we in order?

DEPUTY PRESIDENT: Yes, we are in order.

MR. N. JOHN JOSEPH (*Nominated*): നിയമനവിഷയത്തിൽ ചീഫ് എൻജിനീയർ ഉഴിച്ചിട്ടിരുന്നാൽ തീർച്ചയായും അഡീഷനൽ തരത്തിൽ ചിലരെ ഉദ്യോഗത്തിൽ നിയമിക്കാമായിരുന്നു എന്നുള്ള സംഗതി ചീഫ് എൻജനീയരുടെ ശ്രദ്ധയിൽ കൊണ്ടുവരണമെന്നുമാത്രമേ ഞാൻ ഈ ഉപക്ഷേപംകൊണ്ടുദ്ദേശിക്കുന്നുള്ളു. പബ്ലിക്കുസർവീസു കമ്മീഷനുള്ളതുകൊണ്ടു നിയമനവിഷയത്തെ സംബന്ധിച്ചു കൂടുതലായി പറയേണ്ട ആവശ്യമില്ലെങ്കിലും, നാളതുവരെ നടന്നിട്ടുള്ള നിയമനങ്ങളിൽ അഡീഷനൽ തരക്കു ഒന്നുംതന്നെ ലഭിച്ചിട്ടില്ലാത്തതുകൊണ്ടു ഈ സംഗതിയിൽ കൂടുതൽ ശ്രദ്ധ പതിക്കണമെന്നാണ് എനിക്കു പറയുവാനുള്ളതു്.

MR. A. THANU PILLAI (*Trivandrum-Rural*) പബ്ലിക്കു സർവീസു കമ്മീഷൻ ജി. ഒ. ഭേദപ്പെടുത്തണമെന്നോ, അതല്ല അതു നടപ്പിൽ വരുന്നതുവരെ അഡീഷനൽ തരക്കു കൂടുതൽ ഉദ്യോഗം നൽകണമെന്നോ എന്താണ് മെമ്മറുടെ ഉദ്ദേശം?

MR. N. JOHN JOSEPH (*Nominated*). ജി. ഒ. നടപ്പിൽ വരുന്നതുവരെ ചീഫ് എൻജനീയർ വിചാരിച്ചാൽ അഡീഷനൽ തരക്കു ഉദ്യോഗം നൽ

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കുവാൻ കഴിയും. അതുകൊണ്ട് ഇനിയെങ്കിലും അധ്യക്തർക്ക് വേണ്ട പ്രോത്സാഹനം കൊടുക്കണമെന്നുള്ള അഭ്യർത്ഥനയോടുകൂടി ഞാൻ ഈ ഉപക്ഷേപത്തെ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

MR. T. T. KESAVAN SASTRI (*Nominated*): സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. പബ്ലിക്കുസർവീസ് കമ്മീഷന്റെ മേൽനോട്ടത്തിലാണു മേലാൽ ഉദ്യോഗനിയമനങ്ങൾ നടക്കുന്നതെങ്കിലും ഉദ്യോഗാർത്ഥികളുടെ പേരും യോഗ്യതകളും മറ്റും എഴുതി ശുപാർശചെയ്യേണ്ടതു ഡിപ്പാർട്ടുമെൻറുമേലധികാരികൾതന്നെയായിരിക്കുമല്ലോ? അതിനാൽ ചീഫ് എൻജനീയരുടെ കീഴിലുള്ള നിയമനങ്ങളെ സംബന്ധിച്ചിടത്തോളം അധ്യക്തരുടെ അവകാശങ്ങളെ സദയം ശ്രദ്ധിച്ചു വേണ്ടതു ചെയ്യണമെന്നാണ് എന്റെ അപേക്ഷ. സർ, ചീഫ് എഞ്ചിനീയർ നടത്തിയിട്ടുള്ള നിയമനങ്ങളെ പരിശോധിച്ചാൽ അധ്യക്തരുടെ അവകാശത്തെ എത്രത്തോളം അവഗണിച്ചിട്ടുണ്ടെന്നുള്ള വിവരം അറിയാവുന്നതാണ്. പരീക്ഷാവിജയികളായ പുലയരും പറയരും ധാരാളം അപേക്ഷകൾ ചീഫ് എഞ്ചിനീയർക്കയച്ചിട്ടുള്ളതായി അറിയുന്നു. എന്നാൽ ഇവരുടെ പേരിൽ ചീഫ എഞ്ചിനീയരുടെ ദയാദേഷ്യിയുണ്ടായിട്ടില്ല. പബ്ലിക്കുസർവീസുകമ്മീഷണർമുഖം നടക്കാൻപോകുന്ന ഉദ്യോഗനിയമനങ്ങളിലെങ്കിലും ഇവരുടെ കാര്യത്തിൽ ചീഫ് ഇഞ്ചിനീയർക്ക് ആകാവുന്ന സഹായങ്ങൾ ചെയ്യണമെന്നു പ്രത്യേകമപേക്ഷിക്കുന്നു.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, it has been the declared policy of the Government and the Public Works Department to give preference in recruitment for initial appointments to members of the communities not adequately represented in the Public Services and this policy has been followed strictly in the Public Works Department. The scarcity of members of the unrepresented communities in the Public Works Department is due to reasons other than that of not following the Government orders on the subject. It is not proper to make mention of something that is done outside my office because the motion refers only to my Office. For appointments in my department in the executive branch, certain minimum qualifications have been prescribed for different posts and only those candidates who possess these minimum qualifications can be appointed to such posts. In the case of appointments in the ministerial branch, the candidates have to possess certain minimum qualifications also before they are entertained; and subject to those qualifications, preference is given to members of unrepresented communities. Mr. John Joseph remarks that, until the Public Service Commission comes into operation, appointments should be given to members of unrepresented communities. As I

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[Mr. G. B. E. Truscott.]

explained, they are given appointments in case all things are equal; but I would say this that no appointments can be made now except temporary appointments until the Public Service Commission comes into operation. And so I see no reason now for this motion at all.

MR. N. JOHN JOSEPH (*Nominated*): പബ്ളിക്ക് സർവ്വീസ് കമ്മീഷണർജോലിയിൽ പ്രവേശിക്കുന്നതുവരെ ഒന്നോ രണ്ടോ മാസത്തേയ്ക്ക് പകരം നിയമിക്കാമെന്നുള്ളതിനു ഗവണ്മെൻറനുവാദം നൽകിയിട്ടുണ്ടോ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Appointments can be made and they are made on a temporary basis.

MR. N. JOHN JOSEHP (*Nominated*); ചീഫ് എൻജനീയർ ഇക്കാര്യത്തിൽ അനുകൂലമായ മറുപടി പറഞ്ഞിരിക്കുന്നതുകൊണ്ടു ഈ ഉപക്ഷേപം പിൻവലിക്കുന്നതിനു സഭയുടെ അനുവാദം ഞാൻ ആവശ്യപ്പെട്ടുകൊള്ളുന്നു.

DEPUTY PRESIDENT: Does the House agree?

The motion was, by leave withdrawn.

Motions Nos. 154 to 158.

The following motions were ruled out as inadmissible :—

MR. S. THIRAVIAM NADAR:

154 To reduce the allotment of Rs. 32,463 for Establishment by Re. 1.

MR. T. T. KESAVAN SASTRI:

155. To reduce the total allotment of Rs. 32,463 for Establishment by Re. 1.

MR. S. THIRAVIAM NADAR:

156. To reduce the total allotment of Rs. 37 203 for Establishment (Permanent and temporary) by Rs. 10.

MR. K. PADMANABHAN:

157. To reduce the total allotment of Rs 37,203 for Establishment (permanent and temporary) by Re. 1.

MR. K. PADMANABHAN:

158. To reduce the allotment of Rs. 37,203 for Establishment (permanent and temporary) by Re. 1.

DEPUTY PRESIDENT: The next motion is No. 159 by Mr. T. Krishna Pillai.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, Motion No. 158 is admissible.

DEPUTY PRESIDENT: It has already been ruled as in-admissible; and if Mr. Padmanabhan had any explanation, he could have come in with it then. He is now belated.

MR. K. PADMANABAN (*Chirayinkil I*): May I offer a word of explanation, Sir?

DEPUTY PRESIDENT: Anyhow what has been ruled cannot be altered. If the member was prompt, it could have been considered. In the face of the ruling, no explanation is called for.

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MR. K. PADMANABHAN (*Chirayinkil I*): At least for future guidance, let me offer a word of explanation.

DEPUTY PRESIDENT: I have said that the explanation is not going to be useful.

Motion No. 159.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Sir, I move that the allotment of Rs. 3,500 for travelling allowance be reduced by Rs. 500.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Shall I ask the member to state the reason why?

DEPUTY PRESIDENT: Mr. Krishna Pillai has not given the reason. He is going to state the reason.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Sir, of all the departmental heads in the State, the one officer we always wish to be travelling is certainly the Chief Engineer; and so when I move for a specific cut in his Travelling allowance I should not be understood to mean that I want him to reduce his travelling. Far from it. What I wish to point out——

MR. K. R. ELENKATH (*Kalkulam I*): A point of order, Sir. Unless a specific purpose is stated, can the member say that a particular amount is unnecessary?

DEPUTY PRESIDENT: I may once for all say that there is a presumption that, when a member makes a motion, he will try to support it with some reasoning; and before that reasoning is available there is no necessity to make critical observations.

MR. K. PADMANABHAN (*Chirayinkil I*): There was a ruling of the President that, when cut motions are sent up, the reasons also should be stated; but in this case no reason is given.

DEPUTY PRESIDENT: When the question arises later, I shall give a ruling. Now Mr. Krishna Pillai may proceed.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): My object in moving this motion is to point out that the Chief Engineer could have all his travelling done with Rs. 3,000. It will be admitted on all hands that travelling in these days has become so cheap and easy than what it was before. The one vehicle that is uniformly owned and invariably used by our Departmental Heads is the motor car. Of course, I am not against our officers owning stately sedans and saloons, may, personally I would like all our officers leading a decent luxurious life but I submit that by putting up with a little inconvenience, rather imaginary discomfort.

DEPUTY PRESIDENT: I do not think you are in order when you say that any officer shall not use a sedan car. I do not think the House will be justified in interfering with individual discretion.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): If they put up with some inconvenience or rather imaginary discomfort, as I said just now, by going in for a car, the upkeep and maintenance of which will not be so costly, then I am sure they can have the whole travelling done at a reduced rate. Besides, the cost of patrol has gone down by 25 per cent

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[Mr. T. Krishshna Pillai.]

which is certainly a fact to be considered. Also it is seen that the Land Revenue Commissioner, the Director of Public Instruction, the Darbar Physician, not to speak of all the other departmental heads, have to travel throughout the State, but none of them are given more than Rs. 2,500 as travelling allowance. Of course, Rs. 2,500 would have been quite sufficient for the Chief Engineer also, but the new-fangled Chief Engineer, relieved of many of the multifarious duties which hitherto hindered him from taking to tours often, is now enabled to concentrate more on his travelling if he has the mind, the inclination to do so. hence, Sir, an amount of Rs. 500 more than what other officers are getting may be given to him.

MR. N. ABDUR RAHIMAN SAHIB (*Nominated*): Has not the rate of mileage for both officials and non-officials been reduced now?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): May I ask the honourable member whether he would be satisfied if the Chief Engineer's travelling allowance be reduced to Rs. 3,000 for the year? Will you be satisfied if the Chief Engineer's travelling allowance is Rs. 3,000 a year.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Certainly I will be satisfied.

DEPUTY PRESIDENT: That question does not arise now. Evidently Mr. Krishna Pillai wanted to discuss a policy.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): The point is this. Here the provision of Rs. 3,500 is meant for the Chief Engineer and his Office Establishment; Rs. 3,000 for the Chief Engineer, and Rs. 500 for his Establishment. (*Laughter*).

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Am I to presume then that the Chief Engineer has accepted my suggestion?

DEPUTY PRESIDENT: In the nature of that question any answer given by may not be of very much advantage. So Mr. Krishna Pillai may proceed.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Sir, to repeat, all the other heads of departments also have to travel throughout the State and they are given only Rs. 2,500. Not only that, Sir; if the Chief Engineer makes it a point to extend his tours to all the outlying and interior parts of the country and if this amount is found insufficient, then opportunities are not wanting for Government to grant additional funds for the Chief Engineer, either by invoking the aid of Section 32 of the Legislative Reforms Regulation which is being very often utilised for making expenditure, the majority of which does not commend themsleves to us on this side of the House, or better by a supplementary grant which we will ungrudgingly grant. The latter procedure is better for by that we will get an additional opportunity to discuss about his travelling. This is after all a very modest and reasonable proposal. With these words, I commend the motion for the acceptance of the House.

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MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Sir, I support the motion because I do not want the Chief Engineer to travel through the Quilon-Alleppey road and so I would ask the Chief Engineer to credit that portion of the amount allotted to his travelling allowance to the Government treasury and then see that he does not travel on that road, because, as a result of a very recent travel undertaken by him over that road, much harm has been caused to certain private concerns in the State.

On the 7th February 1929, the then Chief Engineer wrote to the Police Commissioner that 15-seater buses were allowed to ply on that road. It was about 6 years back and this was further endorsed on 25-9-1929 and it was raised to 16 seaters on the 9th September 1930.

DEPUTY PRESIDENT: Does it relate to the T. A. of the Chief Engineer or of the P. W. D. subordinates?

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): The T. A. of the Chief Engineer himself. Sir, it was as a result of his recent travel that he prohibited one-ton buses on that road causing irreparable damage to private concerns and resulting.—

MR. M. SIVATANU PILLAI (*Tovala*): Can the Chief Engineer make reference to some other members here when Mr. E. V. Krishna Pillai is in possession of the House?

DEPUTY PRESIDENT: The Chair did not notice all that.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Sir, it has to be expected that, as a result of the vigorous P. W. D. administration during the last 6 years, say from 7-2-1929, this road has been getting steadily improved. And in view of the fact that certain types of buses were allowed to be run since 1929, the present rule of the Chief Engineer prohibiting such types of buses when the road is in a much improved condition, shows the failure of the P. W. D. to meet the needs of the people in this respect. Representations have been made to the Chief Engineer and Government to remove this prohibition.

MR. K. R. ELENKATH (*Kalkulam I*): May I know from the member whether the matter of prohibition of buses has anything to do with the motion before the House?

DEPUTY PRESIDENT: Mr. E. V. Krishna Pillai was asked about the relevancy of his statement. He gave an explanation. It cannot be said that the facts stated by Mr. Krishna Pillai are quite irrelevent. No doubt it may not be directly relevant. But it has sufficient relevancy.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, we are at a loss to understand the definite issue.

DEPUTY PRESIDENT: The member must take his chance.

MR. E. V. KRISNA PILLAI (*Pattanamtitta*): What I wish to impress upon the House is that, if it is admitted that the administration of P. W. D. is a failure in respect of certain roads in the State it is better that the Chief Engineer does not go on admitting the failures.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): Is the road from Thottapalli to Haripad motorable during the monsoons?

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MR. E. V. KRISHNA PILLAI (*Pattanamtitta*) : I know the condition of the road is very bad. The P. W. D is neglecting the work since 1929.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : Sir, I oppose the motion to cut Rs. 500 for the T. A, of the Chief Engineer. Sir, it is a matter of common knowledge that the Chief Engineer should know the needs of particular roads in different localities of the country. Sir, it is also a matter of common knowledge that he is the only individual, so to say, competent to get acquainted with the condition of the roads in respect of the requirements of the people. So, I think this House will be only fair in allotting an amount sufficient to enable the Chief Engineer to make adequate travels. In regard to the one observation made by Mr. E. V. Krishna Pillai, I can state with a certain amount of authority that the condition of the road between Quilon and Alleppey is such that a certain amount of restriction should be placed on the weight of the buses those fly for hire on that road. Sir, the condition of the road is really pitiable. Not even a 3rd or 4th hand car owner would care to drive his car on the road in its present condition. The road is full of ruts and the bridges are in a tottering condition. It is not at all safe to take even 8-seater buses over some of the bridges.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*) : In that case, is it not the duty of the Department to make the necessary improvements ?

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : As far as I am aware, I see that every possible attention is being paid by the Department to improve the condition of the road as speedly and as expeditiously as it possible. Sir, there are more than half-a-dozen bridges on the road from Quilon to Alleppey and some of them not very safe. It is not at all safe to allow these heavy buses to be run on this line. Especially there is one other difficulty in regard to this matter which I want to place before this House. If buses of heavier weight, I mean one-and one-fourth ton buses, are allowed to be run, even though they are to take only 15 persons these bus owners, Sir, usually carry very much more than the sanctioned number, since their buses have greater tonnage and seating accommodation. The road between Quilon and Alleppey is only a fair weather road, which runs for the greater part through low lying paddy fields. Hence I say that the order issued by the Chief Engineer should be maintained at any cost.

MR. A. EASWARA PILLAI (*Kalkulam II*) : Sir, I also rise to oppose the motion. In view of the fact that the Chief Engineer has to inspect rural parts also for opening roads and to see to the repairs done on those roads, I say that nothing should be deducted from the sum allotted for his tour charges. If that item of expenditure is not sanctioned, the Chief Engineer will not be in a position to satisfy the general public in the matter of communications. My suggestion is that the amount allotted for his tours should never be reduced if he is to go and inspect the roads and irrigation works in every nook and

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corner of the State and thus satisfy the clamouring complaints of the public. So the allotment should not be cut even nominally. With these words, I oppose the motion.

MR. M. SIVATANU PILLAI (*Tovala*): I also rise to oppose the motion. In opposing the motion, I do not propose to confine myself to the problem of the bus rules as refered to before. I mean to confine my attention strictly to the touring of the Chief Engineer. I am rather inclined to think that the Chief Engineer has got to tour more in the coming year than this year, because I know definitely that there are many schemes now placed before him which may require him to do much travelling for purposes of personal inspection and satisfaction. For instance the new reservoir scheme, namely, the Aramboly Poigai reservoir, the proposed opening of the road from the Nagercoil Town to the beach, and another from Thadikarankonam right across the fields connecting it with the Arumanallur and Veeranallur villages, these schemes require inspection by the Chief Engineer. Sir, the opening of a road from Balamore T. B. to Muthukuzhi also deserves his inspection on the spot.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): May I know from the member the source of all this information?

DEPUTY PRESIDENT: I think members cannot be questioned about the sources of their information. That will land us in serious difficulties.

MR. M. SIVATANU PILLAI (*Tovala*): There is an old palace still at Muthukuzhi. Though there is a bridle path connecting the said T. B. and the palace, it is not fit for travel by car. I know the Chief Engineer takes much interest in these matters. So, Sir, in connection with these new schemes, he has got to do a good deal of travelling during the coming year.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): May I know the estimate amount for this work?

DEPUTY PRESIDENT: The question about estimates is not relevant.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): May I know from the member whether he has tabled a motion suggesting the desirability of these works?

DEPUTY PRESIDENT: Mr. Sivatanu Pillai is in order.

MR. M. SIVATANU PILLAI (*Tovala*): I may or may not do things which others may do.

MR. K. R. ELENKATH (*Kalkulam I*): May I know whether provision has been made in the next year's budget?

MR. M. SIVATANU PILLAI (*Tovala*): Provision has been made for the Chief Engineer's travel. I should like to see that not a single pie is cut off from this allotment. With these words, I oppose the motion.

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MR. T. K. ALEXANDER (*Kunnatnad*): Sir, I rise to oppose the motion. The Financial Secretary, in his budget speech, has said that Travancore is passing through an era of commercial and industrial activities. Then it is necessary that Travancore should have a network of roads, railways, etc- if the State wants really to have any benefit from these commercial and industrial undertakings. It has been the usual custom of the members of this House to send up interpellations and cut motions in regard to the urgent necessity of opening roads in their respective constituencies. Sir, when that is the condition, it is fair and just that the Chief Engineer should be provided with ample funds for his tours to see whether the representations made by each member with regard to the necessity of roads in his constituency are really urgent. It is only just that he should be provided with ample funds for travelling; and I would suggest that more funds should be given so that he may look carefully into these matters. Then, Sir, I have to say that he has to attend the meetings in connection with the Cochin Harbour Board. There also he has to travel very often and for these, funds are needed. With these words, I oppose the motion-

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): Sir, I too oppose the motion. The Chief Engineer suggested, by means of a question which he put to Mr. Krishna Pillai, the mover of the motion, that, as a matter of fact, the provision for his T. A. would come to only Rs. 3,000, and that the balance of Rs. 500, out of the allotment in the budget, was for his staff.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I ask whether it is so shown in the budget?

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): It is clear on the face of it.

The Chief Engineer gets only Rs. 250 per mensem for his T. A. He is a British Indian Officer whose services have been lent to the Travancore Government, and he may be entitled to special rates of T. A.

I would only request the Chief Engineer that, during next year, he should devote greater attention to the Quilon-Alleppey road than at present. (*Hear, hear.*) I have myself travelled along that road. Recently I find that it is not kept in that condition in which it ought to be kept

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*). Whose fault, please?

RAO SAHIB S. PARAMSVARA AIYAR (*Nominated*): Certainly, it is the fault of the department.

One other point that I wish to draw the attention of the Chief Engineer to is that a sum of Rs 6,471 was in 1109 spent under T. A. for the Chief Engineer and his staff; under the revised estimate for the current year the amount expected to be spent is only Rs. 8,595. I hope that, during 1111, the Chief Engineer will see that the sum of Rs. 3,500 now allotted, is by no means exceeded.

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MR. N. E. VARUGHESE (*Tiruvalla I*): സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു. ഉൾനാടുകളിലെ ആവശ്യങ്ങൾ നിറവേറ്റാൻ ചീഫ് എൻജിനീയരുടെ അടുക്കലും ഗവൺമെൻറിന്റെ അടുക്കലും പല അപേക്ഷകളും ചെന്നുകൊണ്ടിരിക്കുന്നുണ്ട്. ഈ ആവശ്യങ്ങൾ നിറവേറ്റിക്കൊടുക്കണോ വേണ്ടയോ എന്നു ന്യായമായി നിശ്ചയിക്കേണ്ട ഉദ്യോഗസ്ഥൻ ചീഫ് എൻജിനീയരാണ്. അദ്ദേഹം സഞ്ചരിക്കാതിരുന്നാൽ ഈ ആവശ്യങ്ങളുടെ സൂക്ഷ്മാവസ്ഥ അറിയുവാൻ സാധിക്കുകയില്ല. അതുകൊണ്ടു ചീഫ് എൻജിനീയർക്കു ൩,൫൦൦ രൂപായിൽ കൂടുതൽ സഞ്ചാരച്ചിലവു കൊടുക്കണമെന്നു പറയുന്നതിനു എനിക്കധികാരമില്ലാത്തതിനാൽ അങ്ങനെ കൊടുക്കരുതെന്നു പറയാതെ തരമില്ല.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, I am aware that the Chief Engineer has a good deal of touring work to do. But whether as a matter of fact his tours enure to the benefit of the people at large is the question which we have to consider under this motion. I for one would certainly not grudge even a bigger allotment for this purpose, if I find that the people of the country are really benefited by the tours undertaken by the Chief Engineer. On the other hand, my point is that his tours do not benefit the country as a whole.

MR. M. SIVATANU PILLAI (*Tovala*): Is the member opposing the motion or supporting it?

MR. K. PADMANABHAN (*Chirayinkil I*): The member can understand it in due course.

MR. M. SIVATANU PILLAI (*Tovala*): So it is not to be divulged now? (*Laughter.*)

MR. K. PADMANABHAN (*Chirayinkil I*): No.

DEPUTY PRESIDENT: Some latitude may be given to the member; but there is no harm in others knowing whether he is opposing the motion or supporting it.

MR. K. PADMANABHAN (*Chirayinkil I*): I will disclose it, Sir.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): We were actually waiting for some time, Sir, to know whether he is going to oppose the motion or support it.

DEPUTY PRESIDENT: Let me make an appeal. I wish such questions will not be put.

MR K. PADMANABHAN (*Chirayinkil I*) I support the motion, Sir.

MR. M. SIVATANU PILLAI (*Tovala*): Thanks.

MR. K. PADMANABHAN *Chirayinkil I*): During the general discussion of the budget this year, there was almost an unanimous complaint that the budget for 1111 is more or less concerned with the metropolis, with the provision of various amenities for the Trivandrum Town. I am not unaware of the fact that the Government are contemplating some schemes for some other towns also.

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[Mr. K. Padmanabhan.]

My point is that the Chief Engineer is not paying that attention which he ought to pay so far as the rural needs are concerned. Sir, there has been a persistent cry in this House for good drinking water in several places. As a matter of fact, small schemes of sinking tube-wells were actually undertaken in some places. In my own taluk, in Nedunganda and Kayikkara, for instance, a tube-well scheme was started about two years ago. Some work was actually done. But it was left there. I asked an interpellation during the last session, and the work was immediately started again. But again it has been stopped. This is the case in regard to the construction of new roads also. If only the Chief Engineer will have the courtesy to visit these places, I am sure he will bestow greater attention on these local needs. I have been clamouring in this House for a road from Nilakkamukku to Kayikkara ferry. I asked an interpellation in a former session and the Chief Engineer said that in 1925 there was an allotment for the purpose. Why that question has not since been taken up is not clear.

DEPUTY PRESIDENT: Sanctioning of funds for particular works does not come under this motion.

MR. K. PADMANABHAN (*Chirayinkil I*): My point is that funds would have been sanctioned if the Chief Engineer had visited these places, because he would have realised the actual situation there. Sir, there is another road leading from Ariyittakunnu camp-shed to the first bridge in Nedunganda, about which I have asked several interpellations. Just a week ago, I had been to that place. Sir, that road is knee-deep with mud. During rains, the road is enundated with water and the road is washed into the adjacent canal so that traffic by the road as well as by the canal becomes absolutely impossible.

Sir, I would request the Chief Engineer to tour throughout the country as often as possible, not merely stop at the camp-sheds, but walk about if he can and see for himself the actual condition in the rural parts. With these words, I strongly support the motion.

MR. R. RAMAN PILLAI (*Changanachery* cum *Peermade II*) : സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു. ചീഫ് എൻജനീയർ ധാരാളമായി ഈ നാടൊട്ടുക്കു സഞ്ചരിക്കേണ്ട ഒരാളാണ്. അതിനാൽ അദ്ദേഹത്തിന്റെ സഞ്ചാരപ്പടി കുറച്ചതൊന്നും കുറക്കാൻ പാടില്ല എന്നാണ് എന്റെ അഭിപ്രായം. അദ്ദേഹം കോട്ടയത്തുനിന്നും കുമരകത്തുകൂടി വച്ചുപിടിച്ചു വയ്ക്കം കടന്ന് എറണാകുളത്തേയ്ക്കു പോകണമെന്ന് എനിക്കാഗ്രഹമുണ്ട്. ഇതിലേക്കു രണ്ടു മൈൽ റോഡു തീരാനുണ്ട്. ഈ ഭാഗങ്ങൾ അദ്ദേഹം പുറപ്പെടുന്നതു കാണുകയാണെങ്കിൽ ഇതിന്റെ ആവശ്യം അദ്ദേഹത്തിനു മനസ്സിലാകും. ഈ റോഡു തീരുന്നപക്ഷം അതുവഴിയെ

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ഴിയിൽനിന്നും ആലുവായ്ക്കു പോകുന്നയാൾക്കു ഏ ൽ മൈലിന്റെ ലാഭം കിട്ടും. കോട്ടയത്തുനിന്നും ആലുവായ്ക്കു നേരിട്ട് ഒരു റോഡുണ്ടാവുകയും ചെയ്യും.

പുതുപ്പള്ളിപകുതിയിലുള്ള മണികണ്ഠപുരത്തുനിന്നും കറുകച്ചാലിലേക്കു മുക്കാൽഫർലാങ്ങ് റോഡു ശരിയാവാനുണ്ട്. ഈ റോഡിന്റെ അഭാവം പള്ളിക്കൂടത്തിൽപോകുന്ന കുട്ടികൾക്കും വളരെ വിഷമതയെ ഉണ്ടാക്കുന്നു. ചീഫ്എൻജനീയർ ചങ്ങനാശേരിയിലോ കോട്ടയത്തോ സക്കീട്ടുവരുന്ന പക്ഷം എന്നെ മുൻകൂട്ടി അറിയിച്ചാൽ ഞാൻകൂടിപോയി ഈ ഭാഗം കാണിച്ചുകൊടുക്കാൻ തയ്യാറാണ്.

മണിമലനിന്നും കാഞ്ഞിരപ്പള്ളിക്കുള്ള റോഡിൽ ഒരു പാലമില്ലാത്തതുകൊണ്ടു ഗതാഗതത്തിനു വലിയ അസൌകര്യം നേരിടുന്നുണ്ട്. ചേനപ്പാടി, ചെറുവള്ളി മുതലായ സ്ഥലങ്ങളിൽനിന്നും പൊൻകുന്നംചന്തയ്ക്കു പോകുന്ന ആളുകൾക്കു വഴിയില്ലാത്തതുകൊണ്ട് അവർ വിഷമിക്കുന്നു. ഇതു വളരെ അത്യാവശ്യമായ ഒന്നാണ് എന്നു ചീഫ്എൻജനീയർകണ്ടാൽ അദ്ദേഹത്തിനു ബോദ്ധ്യമാകും.

ചിറക്കടവിൽനിന്നും ചെറുവള്ളിയിലേക്കു ഒരു റോഡുണ്ടാക്കാനായി ൫൦ വർഷത്തിനുമുമ്പേതന്നെ സ്ഥലം പൊന്നുംവിലകൊടുത്തു എടുത്തിട്ടിരിക്കയാണ്. അവിടെ ഒരു ചെറിയ ടെസ് ഉണ്ടായിരുന്നതു മുഴുവൻ കാടുപിടിച്ചും വെള്ളമൊഴുകിയും ഗതാഗതത്തിനു സൌകര്യമില്ലാതെ കിടക്കുന്നു. ചേനപ്പാടിയിൽനിന്നും പൊൻകുന്നം ചന്തയ്ക്കുപോകുന്നതിന് ഇപ്പോൾ ൧൫ മയിൽ പോകേണ്ടിയിരിക്കുന്നു. ഈ റോഡുശരിയാൽ അഞ്ചു മയിലിന്റെ ലാഭംഉണ്ടാകും.

കാഞ്ഞിരപ്പള്ളിയിൽനിന്നും തമ്പലക്കാട്ടുവഴി മീനച്ചൽറോഡിലേക്കു ഒരു റോഡുണ്ട്. ഇതിൽ ഇനിയും അരമയിൽ റോഡു തീരാനുണ്ട്. ഇതുകളെല്ലാം ചീഫ്എൻജനീയർ സഞ്ചരിച്ചുനോക്കുന്നപക്ഷം ഇവയുടെ ആവശ്യകത അദ്ദേഹത്തിനു ബോദ്ധ്യപ്പെട്ടും; അതിനാൽ അദ്ദേഹത്തിന്റെ സഞ്ചാരത്തിനുള്ള പടി ഒട്ടും കുറയ്ക്കരുതെന്നാണ് എന്റെ അഭിപ്രായം.

MR. S. J. NAIR (*Nedumangad*): I oppose the motion. Not a single pie out of the T. A. that has been allotted in the Preliminary Budget for the Chief Engineer shall be reduced. Sir, my taluk is in close proximity to the Capital. It requires only three or four miles' travel from Trivandrum for the Chief Engineer to come to my taluk, to go round and to see for himself the deplorable condition of the means

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[Mr. S. J. Nair.]

of communication there. It is highly necessary, Sir, that he must take up touring work in all earnestness in order to mitigate the condition of the people of the Nedumangad taluk in the matter of absence of means of communication in my taluk, which, as I submitted, is adjacent to the Capital of the State.

For the last several years we have been demanding that the Kallara-Aruvipuram trace must be converted into a cart road, It is only eight miles in length, and it would be of use for seven *pakuthies* in my taluk.

DEPUTY PRESIDENT: Your point is that the Chief Engineer should see it.

MR. S. J. NAIR (*Nedumangad*): Not only that. A small allotment of Rs. 1,000 has been made for the purpose of converting this trace into a cart Road in the Budget for 1111. My submission is that this trace, if converted into a cart road, will be useful for half the population of Nedumangad taluk. As matters stand now, the officers of the Public Health Department and the public workers there were not able to render any assistance to the poor malaria-stricken patients in that locality due to the absence of a cart road. Therefore, the immediate conversion of this trace into a cart road will afford real relief to the poor people in those parts. Sir, there are two sections of this trace, the Attingal section and the Nedumangad section. The Attingal section is about $4\frac{1}{2}$ miles in length and can be converted into a cart road by spending about Rs. 5,000. The Nedumangad section is only $2\frac{1}{2}$ miles long and can be converted into a cart road at a cost of about Rs. 3,000. The people have submitted petitions after petitions and memorials after memorials to the Government as well as to the Chief Engineer pointing out the necessity for improving the trace and pointing out that they are prepared to surrender lands free of any compensation. Anyhow we are glad that a paltry sum of Rs. 1,000 at least is provided in the budget for the improvement of the trace. I am sure it may not serve the purpose; and so I would appeal to the Chief Engineer to see whether he could make any diversion from any other provision and carry out and complete the work during the course of next year.

DEPUTY PRESIDENT: The question of diversion does not arise now.

MR. S. J. NAIR (*Nedumangad*): I am sure that the Government or the Chief Engineer would see their way to provide for an additional expenditure of at least Rs. 2,000 for improving one section of that trace at least.

There is another road known as the Chittar Road. That is a big scheme that has been undertaken by the Engineering Department some years ago. If that road is completed, the people from Ponmudi can directly go by the land route direct to the harbour either at Alleppey or at Cochin and this could be done by a few hours' journey.

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That is, the interior portions and forest regions of Travancore would be thrown open and it would help the development of commerce, the development of communications and ever so many other things. It will even be a source of revenue for the Forest Department : it will be a source of revenue for the people engaged in commerce and so forth. That is an important road which should be completed.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Did the member mention about people in Ponmudi ?

MR. S. J. NAIR (*Nedumangad*) Yes.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): May I know how many people live there ?

MR. S. J. NAIR (*Nedumangad*): Of course in Ponmudi there are no people living. But there are various estates and people there. Also very near to it there is Kallar about 8 miles lower down where people live in large numbers. I only mentioned Ponmudi as a destination for any foreigners who may come from Cochin with a view to go to the best sanatorium in South India. So, I mentioned the existence of Ponmudi there.

MR. K. M. KRISHNAN (*Ambalapuzha III*): സർ, ചീഫ് എൻജിനീയരുടെ സഞ്ചാരപ്പടിക്കായി ആവശ്യപ്പെട്ടന്ന ന, ൪ ൦ ൦ രൂപായിൽ ൪ ൦ ൦ രൂപാ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ എതിർക്കുന്നു. ചീഫ് എൻജിനീയരുടെ സക്കീട്ട് ചിലവിലേക്ക് അനുവദിച്ചിട്ടുള്ള ന, ൪ ൦ ൦ രൂപായിൽ ൪ ൦ ൦ രൂപാ കുറച്ച ന, ൦ ൦ ൦ രൂപാ അനുവദിച്ചാൽ മതിയെന്നാണ് ഉപക്ഷേപം. ഇപ്പോൾ അനുവദിച്ചിട്ടുള്ള ന, ൪ ൦ ൫ രൂപാ തന്നെ മതിയാകുകയില്ലെന്നാണ് എന്റെ അഭിപ്രായം. ചീഫ് എൻജിനീയർക്ക് ഇപ്പോൾ റോഡ്, പാലം, തോട്ട് മുതലായവയെ സംബന്ധിച്ചുള്ള ഭരണകർത്തവ്യമേ ഉള്ളു. എങ്കിലും രാജ്യത്തിന്റെ ഒരറ്റം മുതൽ മറ്റെ അറ്റം വരെ സഞ്ചരിക്കേണ്ടതായിട്ടുണ്ട്. രാജ്യത്തിന്റെ ഉൾനാടുകളിൽ സഞ്ചരിക്കുന്നതിനു വേണ്ടത്ര സഞ്ചാരസൌകര്യം ഇല്ലാത്തതു കൊണ്ട് ഉൾനാടുകൾ സന്ദർശിക്കുന്നതിന് വള്ളം, ബോട്ട്, മഞ്ചൽ മുതലായ മറ്റു വാഹനങ്ങളെ ആശ്രയിക്കേണ്ടിയിരിക്കുന്നു. റോഡ് ഉള്ളിടത്തല്ലാതെ മോട്ടാർ വാഹനങ്ങൾ പോവുകയില്ല. അതുകൊണ്ടു മോട്ടാർ വാഹനങ്ങളുടെ ചിലവുകൾക്കും പുറമേ വള്ളം മുതലായ മറ്റു വാഹനങ്ങളുടെ ചിലവും ചീഫ് എൻജിനീയർ വഹിക്കേണ്ടതായിട്ടാണ് ഇരിക്കുന്നത്. ഉൾനാടുകളിലെ ഈ സഞ്ചാരസൌകര്യക്കുറവുകൊണ്ടു ജനങ്ങൾ റോഡ് വേണം, പാലം വേണം എന്നൊക്കെ ആവശ്യപ്പെടുമ്പോൾ ഉൾനാടുകളിൽ ചെന്ന് ആവശ്യം ന്യായമായിട്ടുള്ളതാണോ എന്നു പരിശോധിക്കാൻ നിവർത്തിയില്ലാതെ വരുന്നുണ്ട്.

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MR. A. THANU PILLAI (*Trivandrum—Rural*) : On a point of order. Are all the local needs to be discussed under this motion ?

DEPUTY PRESIDENT : No.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : In that case I wish to know whether such discussion can be allowed under this motion ?

DEPUTY PRESIDENT : The member knows the rules.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : So far as I understand the rules, I think that the trend of the discussion is not at all in order. So I wish to know whether the whole thing can be discussed under this motion.

DEPUTY PRESIDENT : The discussion, as far as it has proceeded, was permitted because there was relevancy. No doubt, certain arguments might not have been quite as relevant as others but it is a difference in degree. The facts stated and the arguments advanced were absolutely relevant.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): പോലീസ് കമ്മീഷണരാണോ ചീഫ് എഞ്ചിനിയരാണോ കൂടുതൽ സഞ്ചരിക്കാൻ പ്രാരബ്ധപ്പെട്ടിരിക്കുന്നത്?

DEPUTY PRESIDENT : Does that question arise ? It is a matter of opinion.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : It is not a matter of opinion, Sir. One will have to be judged in the light of the other.

DEPUTY PRESIDENT : It is useful , no doubt ; but it is a matter of opinion.

MR. K. M. KRISHNAN (*Ambalapuzha II*) : രണ്ടു മയിൽ ദൂരത്തിൽ ഒരു റോഡ് വേണം, അല്ലെങ്കിൽ ഒരു പാലം വേണം, അല്ലെങ്കിൽ ഒരു കൾവെർട്ട് വേണമെന്നൊക്കെ ജനങ്ങൾ ആവശ്യപ്പെടുമ്പോൾ അതു ആവശ്യമാണോ എന്നും മറും അതാതു സ്ഥലങ്ങളിൽപോയി അന്വേഷിക്കാതെ ആ ആവശ്യങ്ങളെ പാടെ തള്ളിക്കളയുകയാണ് സാധാരണ ചെയ്യാറുള്ളത്. സഞ്ചാരസൌകര്യത്തിലുള്ള കുറവു കൊണ്ടാണ ഇങ്ങിനെ ചെയ്തു വരുന്നതു. അതിനാൽ കൂടുതലായി സഞ്ചരിക്കുന്നതിനു ചീഫ് എൻജിനീയരെ പ്രോത്സാഹിപ്പിക്കണമെങ്കിൽ ചീഫ് എഞ്ചിനീയരുടെ സഞ്ചാരച്ചിലവു കുറയ്ക്കാതെ ആവശ്യപ്പെടുന്ന സംഖ്യ അനുവദിക്കയാണ് വേണ്ടതു്.

ഈ അഭിപ്രായങ്ങളോടുകൂടി ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു.

DEPUTY PRESIDENT : I shall now call upon the official member to speak.

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MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Sir, the proposal is to allow me Rs. 3,000 only for travelling in the next year. The remaining Rs. 500 is for the office establishment. I agree with some of the speakers when they said that this allotment is not enough.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : May I know from the Chief Engineer which published document makes the allotment of Rs. 3,000 and Rs. 500 respectively to him and to his staff? The budget that is supplied to us gives only a lump sum provision of Rs. 3,500 for the Chief Engineer's travelling allowance.

DEPUTY PRESIDENT : The Chief Engineer can make use of such figures as he likes, even though they are not incorporated in published documents.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : That allotment is made usually in my office. I would say this, Sir, that, if there is any proposal to increase that allotment, I shall only be too glad. It may interest some members to know that my friend here the Account Officer, reduced my allowance by Rs. 57, because I travelled too much in one quarter of the year.

MR. K. R. ELENKATH (*Kalkulam I*) : May I know from the member whether, if the travelling allowance is reduced by Rs. 500, he will make a proportionate reduction in the travelling allowances of the Chief Engineer and his establishment or whether he will have to go without his establishment?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Sir, I would like to reply to that as was done in the House of Commons by saying "wait and see".

Mr. E. V. Krishna Pillai spoke about the plying of 15-seater buses on the Quilon-Alleppey road. The Quilon-Alleppey road cannot be called a heavy traffic road on any consideration whatsoever. It is a gravelled road and the 15-seater buses allowed on that road are really damaging it more than is justifiable. Aa a matter of fact, I believe that the damage done to the Kannalipalam bridge was done by one of the buses going over that bridge at a fast rate. Then there seem to be two different opinions regarding the Quilon-Alleppey road. One opinion was that it was in a better condition, while another was that it was in a poorer condition. I can only say that it is not in the same condition as it was some months ago. A gravel road is not fit for heavy traffic during the monsoon. That is a fact that nobody can gainsay.

Some members said that I travelled by main roads and that is the only thing I do. Sir, that is rather a funny statement, because in several instances, when I have been on inspection, I have been told by some of the officers that this was the first time a Chief Engineer had ever been there.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : May I know from the member whether such an officer had said the same thing to the previous Chief Engineers?

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MR. G. B. E. TRUSCOTT: (*Chief Engineer*) : I cannot say, as I was not there at the time.

I agree that lots of taluks require more roads and that some of them require roads more than Mr. S. J. Nair's taluk. In the Nedumangad taluk, there are at present 210 miles of roads of different classes. It works up to a ratio of one mile of road to every one and three quarters square miles of area ; or if you omit the hilly section, it is in the ratio of one to one. That is a clear proof that the taluk is not wanting in the means of communication in comparison with others.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : What are the corresponding figures for the Trivandrum taluk, excluding Trivandrum town ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I am dealing with Mr. S. J. Nair's taluk.

One member suggested that I should use a *manchal*. One was provided for me during a certain inspection. I looked at it and out of curiosity I got inside it. But I got out of it soon : and then I did the whole of the inspection on foot. I do not therefore see why anybody should suggest that I should ever ride in any one of them. I prefer to walk.

MR. M. SIVATANU PILLAI (*Tovala*) : We do not hear a syllable of what the Chief Engineer says.

DEPUTY PRESIDENT : Time after time it has been observed that nothi g more can be done.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I must say this, Sir, that, when it comes to travel, I prefer walking. The only reason that I use a motor car is to get from one place to another quickly.

MR. M. SIVATANU PILLAI (*Tovala*) : Is it a fact that the subordinate officers of the department use their motor cars more than their legs ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I know some officers prefer riding to walking. The House is dealing with my travelling allowance and the suggestion was made that I don't walk and I was saying that I like to walk.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : May I know when the Chief Engineer drove last along the M. S. road ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) Nearly a fortnight ago.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : May I know whether the Chief Engineer has noted the condition of M. S. road, especially the first 20 or 25 miles from Trivandrum ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Yes.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : May I know whether he was satisfied with the condition of the road ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I definitely was not.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : May I know whether the Chief Engineer has taken any action for the improvement of this road ?

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MR. G. B. E. TRUSCOTT (*Chief Engineer*): Yes, he has.

MR. A. THANU PILLAI (*Trivandrum—Rural*): I want to know how the Chief Engineer accounts for such variations in the quantity of touring work in 1109 and 1110. The cost of touring is stated in the Budget to be Rs. 6,471 according to the accounts of 1109, and Rs. 3,500 in the current year, according to the revised estimate for 1110.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I believe the T. A. of Mr. Westerdale before his reversion to British service is included in that figure.

MR. K. R. ELENKATH (*Kalkulam I*) I have not got an answer to my question. I asked whether, in case this Rs. 500 is reduced, he is going to travel alone?

DEPUTY PRESIDENT: I disallow that question, because it is a question based on a condition.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I do not think I have anything more to say,

MR. K. P. KRISHNA MENON (*Parur*): Sir, I oppose the motion. For want of proper inspection and travelling by the Chief Engineer, the roads, especially in North Travancore, are in a miserable condition. I am representing a taluk which unfortunately has only single road to its credit and the important portions of that road will be under water during the rainy season. If the Chief Engineer had inspected all these places, he would have understood the necessity for more roads in the rural areas also. So I oppose the motion for the reduction of travelling allowance to the Chief Engineer.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Sir, a word about the road on the western side of the Quilon canal. This commences from beach and goes up to the Big Bridge junction. That is one of the roads having heavy traffic. Government property is being transported along that road, I mean salt and tobacco. The heavy traffic over that road has made the road very bad. I understand that, during the time of Mr. Watts, as a result of representations made to him, he inspected that road and he had occasion to express words of warm sympathy and promises. During the days of Mr. V. S. Subrahmony Aiyar, Government were not able to do anything substantial in the matter. Very recently I understand, Sir Habibullah, when he halted at Quilon, went over that road and that he also expressed feelings of warm sympathy. It is a long time since this need was felt and Government were satisfied that it is a need for which something has to be done. But even this year's budget seems to be neglectful about that matter. The Chief Engineer the Executive Engineer, the Sub-Division Officer and every other officer who has something to do with that road, have made promises. But those promises are not being fulfilled. I do not understand the reason why the P. W. D. should be so callous and indifferent about an absolute necessity felt by the citizens of one of the prominent towns in the State. It is a road useful not only to the public but to the Government. Nevertheless, Government do not seem to bestow much attention on it.

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DEPUTY PRESIDENT : You can refer to that only if it has anything to do with the travelling allowance of the Chief Engineer.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): If the Chief Engineer were given enough travelling allowance, he will be induced to come in his costly car which cannot be taken along that road without some little heart-burn. The Chief Engineer must be induced to visit that road as often as possible. Last year also, I spoke on that subject. Ever since I came here, I had occasion to speak about the road. But both the Chief Engineer and the Government seem to turn a deaf ear. With these few words, I oppose the motion.

MR. G. NILAKANTAN (*Nominated*) Sir, I oppose the motion. The minor roads in the town are in a most wretched condition.

DEPUTY PRESIDENT : Does the Chief Engineer get travelling allowance for visiting the roads in the town ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I do not get any travelling allowance for travelling in the town.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Sir, if the Chief Engineer leaves Trivandrum, inspects the Karali road, and then goes on to Quilon, he will get T. A.

DEPUTY PRESIDENT : Mr. Nilakantan specialises on the Trivandrum roads. So the question need not be answered.

MR. G. NILAKANTAN (*Nominated*) : Sir, the road from the Attakulangara junction to Valiathura and the Vallakkadavu road are dusty during the hot and slushy during the rainy weather. The Karali road is being used constantly for carting cocoanut husks. No traveller can pass along that road. The town roads are not only in a very bad state of disrepair but in a very insanitary condition also. Government have sanctioned a lakh and a half for Town Planning. This is something like painting a dead body and ornamenting it. Unless the town roads are kept in a sanitary condition and in a state of good repair, I think the Town Planning scheme will not serve the purpose for which it is intended. With these words, I oppose the motion.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : It is in the fitness of things that the Chief Engineer should travel throughout the State as much as possible. It is a department which spends nearly 47 lakhs of rupees of our money. Sir, the present Chief Engineer is an enthusiast in travelling and I put him to the cruel test of walking in Shertala.

DEPUTY PRESIDENT : Enthusiast or enthusiastic ?

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : He is an enthusiast, Sir. I put him to the test of walking through knee-deep sand in Shertala. I must admit defeat Sir. He walked very fast. He walked at one stretch two miles, Sir. That is an achievement on which any Chief Engineer could pride himself.

MR. K. M. KRISHNAN (*Ambalapuzha II*) : May I know how many roads have been sanctioned for Shertala ?

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MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): The Chief Engineer must be convinced of the necessity for new roads in Shertala. I must confess to a feeling of disappointment when I think of the budget allotment for Shertala this year. For, there is only a provision of Rs. 15,000 for new works this year. I think the blame should be laid at the doors of the Financial Secretary for the stingy allotment for the Public Works Department. I cannot believe that the Chief Engineer is not alive to the necessity of more roads for Shertala.

MR. M. SIVATANU PILLAI (*Tovala*): Why cannot the Chief Engineer be blamed ?

MR. EDAVANATT S. PADMANABHA MENON (*Shertallai I*): Because he already does a lot of travelling and he has inspected a lot of works at Alleppey and Shertala. I must concede that he is one of the few officers who make the best of their visit. He previously informs the member of the particular constituency he is visiting, so that the member is able to point out urgent local needs and the Chief Engineer is in a position to put the demands before Government in the order of urgency. I think his intention is to do real service to the people and make the best use of his personal experience. Though we have only very meagre allotments this year, these allotments themselves will not be fully utilised, thanks to the indifference of many of his subordinates either because of the trouble of a few cents of land to be acquired or because the estimate is not ready. Somehow or other, there is lapsing going on of the allotted amount, so that it takes more years for a work to be completed than under normal circumstances. I wish that the Chief Engineer does more travelling in Shertala because lakhs of rupees have been wasted in Shertala. Roads substantially completed are left unworkable for traffic for years for the lack of a culvert or a small bridge. As an instance, I refer to the road touching the northern wall of the Alleppey District Court. People were clamouring for a road from Alleppey to the Munro Light for years. The estimate was prepared and administrative sanction was given to that road years ago. But work has yet been begun on that road.

The whole land has been acquired for the Alleppey-Shertala canal and three miles from either end have been cut open. But the work has been dropped. Thus the amount for land acquisition, and the amount spent for the six miles have been wasted, and the people are put to much suffering because of the non-completion of that useful work. More than once interpellations have been put on the floor of this House regarding the urgent necessity of the Madayanthodu canal near Alleppey and the widening of one or two bridges in the Alleppey town itself. No amount has been allotted for that also.

The road joining north from the Alleppey town along the western side of the District Court to Madayanthodu is a standing disgrace, Sir. A large number of merchants, officers and public men live and do business along both sides and in the vicinity of this unfortunate road. That road is rendered practically useless during winter as both sides of the road are being washed down by rains. Not even rickshaws can be taken

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[Mr. Edavanatt S. Padmanabha Menon.]

along that road still less cars. I have repeatedly brought to the notice of Government that there is necessity for two cross canals in Shertala just to open up the tracts for agricultural purposes.

Though the Irrigation Department has been formed under a separate head, that blessed officer who is in charge of this section has not cared to visit Shertala at all. Shertala irrigation aspects have not been considered at all by that officer. In Shertala the western portion of the whole taluk depends upon the monsoon and the regular opening of the Anthakarazhi for successful cultivation. There are quite a large number of feeder channels to the Anthakara Bar, the proper maintenance of which will greatly improve and facilitate agricultural operations. For these reasons, Sir, I am of opinion that the Chief Engineer must travel a lot more than he actually does now.

(Messrs. K. A. Narayana Pillai, Kainikkara Padmanabha Pillai, P. K. Narayana Pillai and a few others stood up)

DEPUTY PRESIDENT: Before I call upon any member to speak I wish to make some observations, not with the intention that these observations should apply to the particular member who is going to speak. It is a general question. We were able to discuss only one motion to reduce the specific allotment although much time has been taken up. No doubt the House has its own discretion in the matter. But I must point out, in the interest of discussion, that there is very little good in repeating the stock arguments. I do not want to interrupt members. I must, however, to point out Section 72 of the Assembly Manual which says ;—

> "The President or other person presiding, after having called the attention of Chamber to the conduct of a member who persists in irrelevance or in tedious repetition either of his own arguments or of the arguments used by other members in debate, may direct him to discontinue his speech."

I may also refer to page 308 of May's Parliamentary Practice, 1924 Edition, which says as follows :

> "A member who resorts to persistent irrelevance may, under Standing Order No. 19 be directed by the Speaker or the Chairman to discontinue his speech after the attention of the House has been called to the conduct of the member ; and akin to irrelevancy is the frequent repetition of the same arguments, whether those of the member speaking, or those of other members, an offence which may be met by the power given to the Chair under Standing Order No. 19."

We therefore stand in good company. I am sure the House will do me the justice of thinking that I do not want arbitrarily to ask any member to discontinue his speech. In fact, nobody who occupies the Chair would like to do that. However, considering that on a question like this much time is to be devoted to the discussion when there are such a large number of motions tabled, I think it is but proper to make this observation. I trust that the members will please take this into consideration in regulating their speeches.

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MR. K. A. NARAYANA PILLAI (*Todupuzha* cum *Devicolam*): Sir, I do not want to advance any lengthy argument to convince the House about the necessity for providing extensive roads in moffussil parts. I may assure the House that, of all the taluks, Todupuzha taluk has the lowest number of miles of cart roads, in the State. Sir, this is of course due to the fact that the Chief Engineer takes to very little of travelling in the moffusil and that is my opinion. Recently, Sir, when I wrote to the Chief Engineer to see whether a particular road about which I heard an estimate was prepared, was necessary or not, he condecended to go to the spot and have a personal investigation in the matter, but without my knowledge. It very often happens that his subordinates are likely to advance special reasons for the construction of roads in their own interests and in the interests of their particular friends. Last time when the Chief Engineer inspected the place for the road referred to at Todupuzha on a letter of mine, the question arose whether that particular road was to be constructed at the instance of the public or of a particular individual. I was told that the public demanded in one voice that for the benefit and convenience of the public, the road was unnecessary and need not be looked into as there were hundreds of roads. All these difficulties arise, because, the Public Works Department, were not executing the work in consultation with the people or according to their necessity and instance.

Now, Sir, I should say there is one particular road of which only six furlongs have to be worked out to make it complete and about which there was an interpellation a day or two back that has to be immediately looked into by the Department. That is known by the name of Todupuzha— Kajiramattom road. it is now seven years since the estimate was prepared and that has not been completed as yet. There is yet another equally important road known by the name of Muttom-Melukavu Road which connects Todupuzha with Minachil. Only $2\frac{1}{2}$ miles have to be finished. For that also an estimate was prepared; the necessary lands were acquired; and yet it remains incomplete. If the Chief Engineer had inspected such incomplete roads with the knowledge of the members representing the taluk, he could have had some idea and recommended to Government that such and such roads should be completed immediately. Therefore I would suggest that the Chief Engineer, during his tours, must see to these and also have a definite plan of working out roads in moffussil parts. He must chalk out a workable plan by going to the spot and recording the necessity or otherwise of such roads.

I am sure, if such a continuity of policy is pursued, all the moffussil parts will develop simultaneously. The policy now pursued seems to aim at the development of the head at the expense of the trunk. If this policy is continued, the head will grow enormously huge making it impossible for the trunk to support it, thereby ultimately, causing the collapse of the whole structure as a house of cards.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir, I oppose the motion. According to last year's accounts we find that

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[Mr. Kainikkara M. Padmanabha Pillai,]

Rs, 3,500 had been allotted for travelling allowance and yet the complaint had been all along that he is not visiting as many places as he ought to. As such, I do not see how the reduction of Rs. 500 can improve matters.

Much has been said here about the Chief Engineer's beautiful car, but I heard no word said about his boat. The Chief Engineer has told us that not only can he walk but he actually takes a pleasure in walking. I do not know if he likes swimming as well. If he does not, I think a boat also is absolutely necessary. May be due to the want of a boat or due to the absence of the same degree of attraction for swimming as for walking, at any rate, I find that his tours along water routes are very rare.

MR. PUTHUPALLI S KRISHNA PILLAI (*Quilon II*): Does the member know that the Engineering Department has got to its credit one or two boats for their constant use?

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): I know that it must have one for its credit. Anyhow I find that the Chief Engineer's tours along water routes are much rarer than those on land and I am sure that many urgent works are lying idle because of that reason.

I shall point out one particular instance in this connection. I have been repeating again and again in this Assembly the necessity for completing the canal between Alleppey and Changanacherry, a work which was once begun by the department and left incomplete after spending a lot of money over it. If the Chief Engineer had only made a tour along that canal, as crooked as the most dishonest man, he would have realised its importance; and I am sure that such a good gentleman as our Chief Engineer would have recommended the immediate completion of the canal.

A few months back there was before Government a scheme for constructing a road connecting Alleppey to the mainland. I do not know what stage it has reached. But one thing I know and that is, if the Chief Engineer would only make a tour through this canal, he would see that the completion of the canal and the construction of the road can be carried out as one scheme, each of them aiding the other. Therefore, in opposing the motion, I would request the Chief Engineer to take increased interest in touring along the water-ways so that he himself, by personal inspection, become convinced of the urgent necessity for carrying out such works as the Changanacherry—Alleppey canal and the Changanacherry—Alleppey road.

MR. CHANGANACHERRY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*): I move for closure.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): Most of the members who opposed the motion were under the impression that, if this motion was carried, it would necessitate the Chief Engineer to reduce his travells. That was far from my intention. What I

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wanted to point out is that with this amount of Rs. 3,000 the Chief Engineer could do all his travels. Anyhow, the Chief Engineer was kind enough to inform the House that the actual amount allotted to him for travelling is only three thousand rupees. That, I deem, is tantamount to acceptance of the motion.

DEPUTY PRESIDENT : I believe it is not a token motion.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) : It is not.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) ; I agree with the member representing Todupuzha constituency for more roads there.

I am not quite sure about the unfinished roads that the members were talking about. But if they mean by that projected roads from place to place, from village to village that pass through another place and then terminate, I cannot agree there. That road goes to one village and serves that purpose. It should be treated as separate portions of the same road.

Everybody seems to be of the idea that, because of the Chevrolet car in my possession, I am not making enough travels. (*Laughter.*) That is an erroneous impression.

It is a Chevrolet car. I may say that it is kept in very good condition.

Mr. Nilakantan spoke about the minor roads in Trivandrum. Trivandrum has got a toll-gate and although Government do maintain the main roads in Trivandrum, I think that Trivandrum may look after its own minor roads.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) : I beg to withdraw the motion.

The motion was, by leave, withdrawn.

Motion No. 160.

DEPUTY PRESIDENT : Evidently, Mr. Asan thinks that if the Chief Engineer travels more such things will not occur. It is a token motion. It is relevant. I am prepared to interpret the rules liberally.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : I beg to move—"*to reduce the allotment of Rs 3,500 for travelling allowance by Re. 1*" to point out that, in spite of the tours of the Chief Engineer, many incomplete works on which public money has been spent remain part-finished.

It has been the standing complaint of the representatives of the people that, owing to want of continuity of policy in the matter of the carrying out of works of the P. W. D., much public money is being wasted and much disappointment is caused to the people as a whole. If we go to any part of Travancore, we will find that the Department, after starting certain works, has left them unfinished.

As far as Mavelikara is concerned, I may say that there are four or five works on which Government have spent altogether about Rs. 50,000, for buildings, acquisition for the purpose of putting up buildings, for the construction of bridges, etc., which have not been finished,

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[Mr. A. S. Damodaran Asan.]

From the nature of the answers that are given to the interpellations in this House, I am led to think that that is the case with every other part of Travancore. This is due to the fact that there is no definite policy for the department. When any officer, the Sub Division Officer, the Division Officer, or the Chief Engineer takes some interest or convinces himself of the necessity for carrying out a certain work and spends some money upon it, his successor drops the whole idea. My submission is that, when Government are convinced of the necessity of a particular work and allots a certain amount in the budget, the Government should see that the work is carried out. That is why it was suggested even two years back in this House by me that the Government should allow the unspent amount in every year to form a Reserve Fund and thus a road fund be constituted for the completion of the works that have been once started. Two days back, in answer to an interpellation in this House, the Chief Engineer replied that it is very difficult to form such a fund because they want to divert these funds for other purposes. Sir, it is to prevent diversion of such funds that we want this Reserve Fund.

DEPUTY PRESIDENT: Has it got any relevancy to the travelling allowance of the Chief Engineer?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): If the Chief Engineer, in his tours, had paid such attention to the public works that are already commenced and left incomplete, he would have insisted upon the Government to see that the amounts allotted every year are spent in the same year and the works completed.

I do not think there is any difficulty to constitute such a fund in order that the Government might have a definite policy. Otherwise, it is a waste of public money. Two years back, when I moved a similar motion, what the Chief Engineer stated then was that it is an important question and that he should consult the Financial Secretary and the Government and that he would consider the matter. Anyhow, nothing has come out of the consideration. From the answer given two days back, it is seen that it is found to be rather difficult. It is with the object of impressing upon the Government this necessity that I move this motion.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, I rise to a point of order. There are several token motions seen printed in this list to discuss different subjects or different aspects of the department. I think it will obviate the difficulty of mixing up the different subjects if the House divides on one particular subject or the members should be allowed to have their different objects discussed here so that the House may divide on these subjects separately.

DEPUTY PRESIDENT: It is incidental to affairs like this. But no hard and fast rule can be laid down.

MR. M. SIVATANU PILLAI (*Tovala*): What I submit is that the House may be allowed to divide on each and every subject discussed.

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DEPUTY PRESIDENT : Have you got any definite proposal ?

MR. M. SIVATANU PILLAI (*Tovala*) : Every token cut which will serve a particular object may be permitted to be voted upon by the House so that it may record its opinion on one particular subject in one way or the other.

DEPUTY PRESIDENT Or in other words, what you mean is that a vote may be taken on different subjects.

MR. M. SIVATANU PILLAI (*Tovala*) : Yes.

DEPUTY PRESIDENT : What do you say, Mr. Parameswaran Pillai ?

MR. KAYALAM PARAMESWARAN PILLAI (*Additional Head Sirkar Vakil*) : This being the budget debate, the motion proper before the House is to reduce an item by Re. 1, Rs. 10, Rs 1,000 or Rs. 10,000 or whatever it be. The only question that could be considered is whether the House accepts that. Whether any definite issue will turn on the discussion that takes place on that particular motion is a matter to be judged by the proper authority. If the House considers so, the Chair cannot help it. When it comes to a question of division, the only point to be considered is whether the House will reduce this item or not.

DEPUTY PRESIDENT : That view is in conformity with precedent. I do not think I shall be justified in departing from that precedent, because that will give rise to very many difficulties.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : സർ, ജനങ്ങളുടെ ആവശ്യങ്ങൾ നേരിട്ടു കണ്ടറിഞ്ഞു തൽസംബന്ധമായ പരിഹാരങ്ങൾ ഉണ്ടാക്കണമെന്നുള്ള ആഗ്രഹത്തോടുകൂടി ചീഫ് എൻജിനീയർ വള രെ അനുഭാവത്തോടുകൂടി പ്രവർത്തിച്ചുവരുന്നുണ്ടെന്നു ഞാൻ ഇവിടെ പ്ര സ്താവിച്ചു കൊള്ളട്ടെ. എന്റെ നിയോജകമണ്ഡലത്തിൽ നിർവഹിച്ചു തരേണ്ടതായ ജോലികളുടെ ആവശ്യകത അദ്ദേഹം നേരിട്ടു സ്ഥലം സ ന്ദർശിച്ചതുകൊണ്ടു ബോദ്ധ്യപ്പെട്ടുകയുണ്ടായി. അങ്ങിനെയുള്ള ചീഫ് എൻജിനീയരുടെ സഞ്ചാരപ്പടിയിൽ ഒരു കുറവു കൂടാതെയുള്ള ഉ പക്ഷേപത്തെ പിൻതാങ്ങാനാണ് ഞാൻ ആരംഭിക്കുന്നതു്. അതിലേ ക്കു പ്രധാനമായി എനിക്കു പറയുവാനുള്ള മൂന്നു കാരണങ്ങളെ ഗവണ്മെ ന്റിന്റെയും ചീഫ് എൻജിനീയരുടേയും ശ്രദ്ധയിൽ കൊണ്ടുവരണമെ ന്നുള്ളതാണ് എന്റെ ഉദ്ദേശം.

ഒന്നാമതായി ഒരു പി. ഡബ്ളിയു. ഡി. റിസർവു ഫണ്ടു ഏർ പ്പെടുത്തുക എന്നുള്ളതിനെപ്പറ്റിയാണ് പ്രസ്താവിക്കേണ്ടിയിരിക്കുന്നതു്. ഈ അസംബിളിയിൽ തന്നെ ഞാൻ ഇതിനെപ്പറ്റി ചോദ്യം ചോദി ക്കുകയും അതിനു മറുപടിയായി റിസർവു ഫണ്ടുണ്ടാക്കുന്ന വിഷയത്തിൽ ബഡ്ജറ്റ് റൂൾസ് പ്രതിബന്ധമായി നിൽക്കുന്നു എന്നു പറയുകയും ചെയ്തു. എന്നാൽ ഞാൻ മനസ്സിലാക്കിയിടത്തോളം ബഡ്ജറ്റ് റൂൾ സ് ഇതിനു പ്രതിബന്ധമായി നിൽക്കുന്നില്ലെന്നു ചീഫ് എൻജിനീയരെ

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[Mr. T. P. Velayudhan Pillai.]

ധരിപ്പിച്ചു കൊള്ളട്ടേ. ഒരു ഡിപ്പാർട്ടുമെൻറിലെ കായ്യനടത്തിപ്പിനും അംഗീകരിച്ചിട്ടുള്ള നയത്തിനും ഐകരൂപ്യമുണ്ടായിരിക്കേണ്ടതത്യാവശ്യമാണ്. മൈനർ ഇറിഗേഷൻ ജോലികളെ സംബന്ധിച്ചിടത്തോളം, ആ ഡിപ്പാർട്ടുമെൻറു പ്രത്യേകമായി സ്ഥാപിച്ച കാലത്തു തന്നെ, ഏതെങ്കിലും ജോലികൾക്കായി അനുവദിച്ചിട്ടുള്ള പണം ചിലവാകാതെ വന്നാൽ അതു അടുത്ത വർഷത്തിലേക്കു റിസർവു ഫണ്ടായി പ്രത്യേകം വയ്ക്കണമെന്നു വ്യവസ്ഥ ചെയ്തിട്ടുണ്ട്. ആ തത്വം പൊതു മരാമത്തു വകുപ്പിലെ മറ്റു ജോലികളെ സംബന്ധിച്ചിടത്തോളം എന്തുകൊണ്ടു സ്വീകരിച്ചു കൂടാ എന്നാണ് ഞാൻ ചോദിക്കുന്നതു്? ജനങ്ങളുടെ ദീർഘകാലത്തെ നിവേദനങ്ങളുടെ ഫലമായി ഏതെങ്കിലും ഒരു വേലയ്ക്കു പണം ബഡ്ജറിൽ അനുവദിക്കുകയും, ഡിപ്പാർട്ടുമെൻറധികാരികളുടെ ശ്രദ്ധക്കുറവിനാലോ, അല്ലെങ്കിൽ അജ്ഞാതമായ മറ്റു വല്ല കാരണങ്ങളാലോ, ആ ജോലികൾ ആ വർഷത്തിൽ നിർവഹിക്കാതെ വരികയും ചെയ്താൽ ആണ്ടവസാനത്തിൽ ആ തുക ലാപ്സാകയും അടുത്ത കൊല്ലത്തിൽ അതിലേക്കാവശ്യമുള്ള തുക വീണ്ടും ബഡ്ജറിൽ ഉൾപ്പെടുത്താതിരിക്കുകയും ചെയ്യുമെന്നുള്ളതു സാധാരണ കണ്ടു വരുന്ന ഒന്നാണ്. ഈ പിശകുണ്ടാകാതിരിക്കാനാണ് റിസർവു ഫണ്ടു് ഉണ്ടാക്കണമെന്ന നിർബന്ധപൂർവം ആവശ്യപ്പെടുന്നതു്.

ഗവണ്മെൻറിൻെറ ശ്രദ്ധയിൽ കൊണ്ടുവരാനുള്ള രണ്ടാമത്തെ സംഗതി ഒരു പി. ഡബ്ളിയു. ഡി. ബോർഡുണ്ടായിരിക്കേണ്ടതിൻെറ ആവശ്യകതയാണ്. രാജ്യത്തിൻെറ നാനാഭാഗങ്ങളിലുമുള്ള മരാമത്തുപണികളുടെ ആവശ്യകതയേയും അത്യാവശ്യകതയേയും ചീഫ് എൻജിനീയരേയും ഗവണ്മെൻറിനേയും ധരിപ്പിക്കാൻ ഇങ്ങനെയുള്ള ഒരുസ്ഥാപനം വേണ്ടതാകുന്നു.

DEPUTY PRESIDENT: What can the Chief Engineer's travel do with regard to all that you say?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : ചീഫ് എൻജിനീയർ ശരിയായി യാത്ര ചെയ്യുന്ന പക്ഷം പി. ഡബ്ളിയു. ഡി. ബോർഡിൻറ ആവശ്യകത അദ്ദേഹത്തിനു ബോദ്ധ്യപ്പെടും. തിരുവിതാംകൂറിൻറ ഒരറ്റം മുതൽ മറെറ അറ്റം വരെ സഞ്ചരിച്ചു് എല്ലാ സ്ഥലങ്ങളിലും അവശ്യം ഉടനടി നിർവഹിക്കേണ്ട ജോലികളുടെ അത്യാവശ്യകത മനസ്സിലാക്കാൻ ചീഫ് എൻജിനീയർക്കു സാധിക്കുന്നില്ല. ഈ ബോർഡുണ്ടായിരുന്നാൽ തൻമൂലം പ്രഥമമായും പ്രധാനമായും നിർവ

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ഹിക്കേണ്ട ജോലികളുടെ സ്വഭാവവും പ്രയോജനവും ഗവണ്മെൻറിനെയും ചീഫ് എൻജിനീയരെയും ധരിപ്പിക്കുവാൻ കഴിയും.

RAO SAHIB S. PARAMESWARA AIYAR (*Nominated*): May I know from the member whether he wants a Board for each taluk, or for each Division or for the whole State?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): എന്റെ അഭിപ്രായം ഓരോ ഡിവിഷനിലേക്ക് ഓരോ ബോർഡും, ഡിവിഷൻ ബോർഡിൽനിന്നും ഓരോ മെമ്പർമാരെ തിരഞ്ഞെടുത്ത ഒരു സെൻട്രൽ ബോർഡും ഉണ്ടായിരിക്കണമെന്നാണ്.

ഗ്രാമോദ്ധാരണത്തെ സംബന്ധിച്ചും വേണ്ട നിർദ്ദേശങ്ങൾ ഈ ബോർഡിനു നൽകുവാൻ കഴിയും. എല്ലാ ഗ്രാമങ്ങളും ചുറ്റി സഞ്ചരിച്ച് ആവശ്യങ്ങൾ നേരിട്ട മനസ്സിലാക്കാൻ ചീഫ് എൻജിനീയർക്കു സാധിച്ചു എന്നു വരികയില്ലാ. അതു കൊണ്ടും ഈ ബോർഡിന്റെ ആവശ്യം വളരെയുണ്ടെന്നു പ്രത്യക്ഷപ്പെട്ടുണ്ടു്.

മൂന്നാമതായി ഗവണ്മെൻറിന്റെയും ചീഫ് എൻജിനീയരുടെയും ശ്രദ്ധയിൽ കൊണ്ടു വരണമെന്നു ഞാൻ ആഗ്രഹിക്കുന്ന സംഗതി ഡിപ്പാർട്ടുമെൻറിൽനിന്നും വിദേശികൾക്കു കാൺട്രാക്ട് കൊടുത്തു വരുന്ന സമ്പ്രദായത്തിന്റെ അനാശാസ്യതയെ കുറിച്ചാണു്.

DEPUTY PRESIDENT: I must say that that has nothing to do with the Chief Engineer's T. A. Whether the contracts are given to foreigners or not has nothing to do with this motion. It must come under the proper head.

MR. A. THANU PILLAI (*Trivandrum Rural*): ചീഫ് എൻജിനീയർ ശരിയായി സൂക്ഷിച്ചു ചെയ്തിരുന്നാൽ കൺട്രാക്ട് നാട്ടുകാർക്കു കൊടുക്കുന്ന പക്ഷം വിദേശികൾക്കു കൊടുക്കുന്നതിനേക്കാൾ നന്നായി ജോലിനടത്തുമെന്നു ബോദ്ധ്യപ്പെടാൻ സാധിക്കുകയില്ലേ?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): അതുതന്നെയാണു ഞാനും പറയുവാൻ ഭാവിക്കുന്നതു്.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I think Mr. Velayudhan Pillai has got a separate motion on that also, with regard to contracts in the P. W. Department.

DEPUTY PRESIDENT: If this is relevant, the fact that there is another motion does not prevent Mr. Velayudhan Pillai to move it. But I shall not be satisfied unless Mr. Velayudhan Pillai explains his position.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): ചീഫ് എൻജിനീർ കൺട്രാക്ടനുസരിച്ചു ജോലിനടത്തുന്ന സ്ഥലത്തു ശരിയായി സഞ്ചരിച്ചിരുന്നു എന്നു വരുകിൽ നാട്ടുകാരാൽ നടത്തപ്പെടുന്ന കൺട്രാക്ടറ്

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[Mr. T. P. Velayudhan Pillai.]

ജോലികൾ പൊതുവേ രാജ്യത്തിന്റെ രക്ഷയ്ക്കു കൂടുതൽ പ്രയോജനകരമായിരിക്കുമെന്ന് അദ്ദേഹത്തിനു ബോദ്ധ്യപ്പെട്ടമായിരുന്നു.

DEPUTY PRESIDENT: I must say I am not convinced of the relevancy unless you make a positive statement that, if a contract is entrusted to a Travancorean, he will do it better than an outsider.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): ചീഫ് എൻജിനീയർ ശരിയായി സഞ്ചരിക്കാത്തതുകൊണ്ടും, അദ്ദേഹത്തിന്റെ സ്നേഹിതന്മാരോ പരിചയക്കാരോ ആയ വിദേശികൾക്കു കൺട്രാക്റ്റു കൊടുക്കുന്നതുകൊണ്ടും ഇപ്പോൾ ജോലികൾ ശരിയായി നിർവഹിക്കപ്പെടുന്നില്ല. നേരെ മറിച്ചു നാട്ടുകാരായ ആളുകൾക്കു കൺട്രാക്റ്റു കൊടുക്കുന്ന പക്ഷം ചീഫ് എൻജിനീയർ ഏതവസരത്തിലും ഇവിടെ വന്നു പരിശോധിച്ചു ന്യൂനതകൾ കണ്ടുപിടിച്ചേയ്ക്കുമെന്നുള്ള ഭയംകൊണ്ടു്, അവർ ശരിയായും രാജ്യരക്ഷയ്ക്കുതകുമാറു കാംക്ഷിച്ചും ജോലികൾചെയ്തു തീർക്കുമെന്നാണ് എന്റെ അഭിപ്രായം.

MR. A. EASVARA PILLAI (*Kottarakara*): വിദേശീയ കൺട്രാക്ടർമാർ ശരിയായി ജോലിനടത്തുകയില്ലെന്നു പറയാൻ കാരണമെന്താണ്?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): വിദേശികളായ കൺട്രാക്ടർമാർ ചീഫ് എൻജിനീയർക്കു അടുത്തപരിചയമുള്ളവരും സ്നേഹിതന്മാരുമായിരിക്കും. അതിനാൽ അവർ അദ്ദേഹത്തെ അശേഷം ഭയപ്പെടുകയില്ല തന്നിമിത്തം ശരിയായ ജോലിയും നടക്കുകയില്ല.

MR. A. EASVARA PILLAI (*Kottarakara*): വലിയ കൺട്രാക്റ്റുകൾ നടത്തുന്നതിനു നാട്ടുകാരായ ആളുകൾ പ്രാപ്തന്മാരാണോ?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): വളരെ ആളുകൾ പ്രാപ്തന്മാരായുണ്ടെന്നാണ് എന്റെ അഭിപ്രായം. ഉദാഹരണമായി പറയുന്നപക്ഷം മൂന്നു കൺട്രാക്ടിനെ സംബന്ധിച്ചു എനിക്കു പ്രസ്താവിക്കുവാനുണ്ടു്; അതായതു് തിരുവനന്തപുരം പട്ടണത്തിലുള്ള ജഗതി പാലം പണി, കായംകുളം മാക്കറ്റു പാലം പണി, കാഞ്ഞിരപ്പള്ളി താലൂക്കിലുള്ള കനാലിപാലം ഇവകളാണ്. ഇതൊന്നുതന്നെ വലിയ സംഖ്യ ചിലവുചെയ്തു നടത്തേണ്ടതല്ല.

DEPUTY PRESIDENT: The member stated that, if the Chief Engineer is travelling frequently, at any rate more frequently, he will be convinced that the contract would be given to Travancoreans in preference to foreigners I say, in order to make it relevant, Mr. Velayudhan Pillai will have to make a statement to this House that he considers that a Travancorean, if given a contract, will execute it better than an outsider. Unless you say that, I shall not hold that point to be relevant.

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MR. N. E. VARUGHESE (*Tiruvalla I*): ഈപണിനടത്തുന്നതിനു നാട്ടുകാർ തയ്യാറുണ്ടായിരിക്കയോ ടെണ്ടർകൊടുക്കുകയോ ചെയ്തിട്ടുണ്ടോ?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): എന്റെ അറിവിൽപെട്ടിടത്തോളം നാട്ടുകാരായ കൺട്രാക്ടർമാർ ടെണ്ടർ കൊടുത്തു എന്നാണ്. എന്നാൽ ഇങ്ങനെയുള്ള നാട്ടുകാരുടെ ഉദ്യമങ്ങളെ വിഫലപ്പെടുത്താനായി ഇപ്പോൾ സ്വീകരിച്ചുവരുന്ന നയത്തെപ്പറ്റിക്കൂടി അല്പം പ്രസ്താവിക്കേണ്ടതായിട്ടുണ്ട്.

DEPUTY PRESIDENT: That depends upon the contractor.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): ചീഫ്എൻജിനീയർ ശരിയായി യാത്രചെയ്തിരുന്നാൽ കൺട്രാക്ടറുകൾ നാട്ടുകാക്ക് കൊടുക്കുന്നതാണ് ജോലി നിർവ്വഹണത്തിനു എളുപ്പമെന്ന് അദ്ദേഹത്തിനു മനസ്സിലാകുമായിരുന്നു. വിദേശികളെക്കൊണ്ടു ജോലിനടത്തിക്കുന്നതിൽ ജോലികൾ ശരിയായി നടക്കുന്നില്ലെന്നു മാത്രമല്ല നമ്മുടെ പൊതുമുതലിൽനിന്നു ഭീമമായ ഒരു ഭാഗം വിദേശികൾ കൊണ്ടുപോകുന്നതിന് ഇടയാവുകയും ചെയ്യുന്നു. ഇതു രാജ്യക്ഷേമത്തിനു ഹാനികരമാണ്. ഈ മൂന്നു സംഗതികളെപ്പറ്റിയും ചീഫ്എൻജിനീയരും ഗവണ്മെൻറും ശരിയായി ആലോചിച്ച് ഉടനടി പ്രായോഗികമാക്കണമെന്നഭ്യർത്ഥിച്ചുകൊണ്ടു വിരമിച്ചുകൊള്ളുന്നു.

DEPUTY PRESIDENT: Is it because the Chief Engineer does not travel sufficiently that he gives the contract to outsiders in certain cases? I ask this because it is a very important question of relevancy. Does the member say that it is due to the fact that the Chief Engineer does not travel frequently that he is causing contracts being given to outsiders in preference to Travancorean? Is it because he does not travel?

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): If the Chief Engineer travels sufficiently, he would have been convinced of the indispensable nature of giving contracts to the local contractors. This is prejudicial to the interests of the State in more ways than one. So I maintain, Sir, that my motion is in order.

MR. E. K. KUNJU RAMAN (*Nominated*): ചീഫ്എൻജിനീയരുടെ സഞ്ചാരപ്പടിയിൽനിന്നും ഒരു രൂപാകുറയ്ക്കണമെന്നുള്ള പ്രമേയത്തോടുകൂടി ഞാനും യോജിച്ചുകൊള്ളുന്നു. ഉൾനാടുകളിൽ സഞ്ചരിച്ച് അവിടത്തെ ആവശ്യങ്ങൾകൂടി അറിയണമെന്നുള്ള ഉദ്ദേശത്തോടുകൂടിയാണ് ഈ വലിയ സംഖ്യകൾ സഞ്ചാരപ്പടിയായി കൊടുത്തുവരുന്നത്. ഫാമുൻമുതൽ നടന്നിട്ടുള്ള ശ്രീമൂലം പ്രജാസഭയുടെ സമ്മേളനങ്ങളിലും നിയമസഭകളിലും തുടരെ വാദിച്ചുകൊണ്ടിരുന്നതായ പന്തളം ആറൻമുള രാ

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[Mr. E. K. Kunjuraman.]

ഡിന്റെ ശോച്യാവസ്ഥയെപ്പറ്റിയാണ് എനിക്കിവിടെ പ്രസ്താവിക്കാനുള്ളത്. ഈ റോഡ് പന്തളം, ആറൻമുള, കോഴഞ്ചേരി ഈ പ്രധാനസ്ഥലങ്ങളെ തമ്മിൽ യോജിപ്പിക്കാനുള്ള ഒരു പ്രധാനവഴിയാണ്. ഇതിനു ഏഴുമയിൽ മാത്രമേ നീളമുള്ളു. ഈ റോഡിന്റെ ആറാമത്തെ മൈലിൽ നാല്ക്കാലിക്കൽ തോട്ടിൽ ഒരു പാലം തീരേണ്ടതായിട്ടുണ്ട്. ഇതിലേക്ക്ഒന്നര രണ്ടു പ്രാവശ്യം എസ്റ്റിമേറ്റ് തയ്യാറാക്കി അയച്ചു എങ്കിലും അന്ന് ഓരോരോ കാര്യങ്ങൾ പറഞ്ഞു് ഉപേക്ഷിക്കുകയാണ് ചെയ്തുവ്. ഇതിനേപ്പറ്റി ഞാൻ ഈ സഭയുടെ നാലാമത്തെ സെഷനിൽ ചോദ്യം ചോദിച്ചപ്പോൾ താണിലവലിൽ ഒരു പാലം പണിയിക്കാൻ എസ്റ്റിമേറ്റ് തയാറാക്കി അയക്കുന്നതിന് അസിസ്റ്റന്റ് എൻജിനീയരോട് ആവശ്യപ്പെട്ടിട്ടുണ്ടെന്ന് ചീഫിഞ്ചിനീയർ മറുപടി പറഞ്ഞു. എന്നാൽ ഇതുവരേയും യാതൊന്നും ചെയ്തിട്ടില്ല. അടുത്ത കൊല്ലത്തേക്കുള്ള ബഡ്ജറിൽ ഇതിനു വേണ്ടതുക കൊള്ളിച്ചിട്ടും ഇല്ല. ഇ ഠ വർഷത്തിനു മുൻപെ ഈ റോഡ് ജനങ്ങൾവെട്ടി ഗവണ്മെൻറിനെ ഏൽപ്പിച്ചതാണെന്നുള്ള സംഗതി പരസ്യമായിട്ടറിയാവുന്നതാണ്. ഇതുയും വർഷക്കാലമായി ജനപ്രതിനിധികളും ജനങ്ങളും മുറവിളിക്കൂട്ടിയിട്ടും ഡിപ്പാർട്ട്മെൻറാകട്ടേ ഗവണ്മെൻറാകട്ടെ ഈ റോഡിന്റെ ശോച്യാവസ്ഥയെ പരിഹരിക്കുന്നതിന് യാതൊന്നും ചെയ്തിട്ടില്ലെന്നു കാണുന്നതു് സങ്കടകരമാണ്. ചീഫ് എൻജിനീയക്ക് അദ്ദേഹത്തിന്റെ കാറിൽ ഈ പാലം പണിയേണ്ട സ്ഥലത്തിന്റെ രണ്ടുകരകളിലും വന്ന് അവിടത്തെ സ്ഥിതിഗതികൾ നോക്കാമായിരുന്നു. പാലമില്ലാത്തതു കാരണം കാറിൽ അക്കരകടക്കാൻ നിവൃത്തിയില്ലന്നേയുള്ളു. അദ്ദേഹം അങ്ങനെ വന്നുനോക്കിയിരുന്നെങ്കിൽ ആ പാലം എത്രയും വിളുപ്പം തീർത്തുതരുമായിരുന്നു, അടുത്തവർഷത്തിലെങ്കിലും ഇതെല്ലാം അദ്ദേഹം ചെയ്തുതരുമെന്നാണ് എന്റെ വിശ്വാസം.

MR. T. S. JAYANTAN NAMBOOTIRI (*Travancore Jenmies, North*): സർ, ഉൾനാട്ടിലെ ഗതാഗതസൌകര്യങ്ങളെ സംബന്ധിച്ചിടത്തോളം ചീഫ എഞ്ചിനീയരാകട്ടേ ഗവണ്മെൻറാകട്ടേ വേണ്ട ശ്രദ്ധ പതിപ്പിക്കുന്നില്ലെന്നുള്ളതു പരമാർത്ഥമായ ഒരു സംഗതിയാകുന്നു. ഈ കാര്യത്തെപ്പറ്റി ജനങ്ങളും ജനപ്രതിനിധികളും പ്രതിദിനം വാദിച്ചുകൊണ്ടിരിക്കുന്നതായി കാണാം. ഇതിനു കാരണം ചീഫ് എഞ്ചിനീയർ വേണ്ടതു ഉൾനാടുകളിൽ സഞ്ചരിച്ചു ജനങ്ങളുടെ ആവശ്യങ്ങൾ മനസ്സിലാക്കാത്തതും, ഗ്രാമങ്ങളുടെ ആവശ്യങ്ങൾ നിർവ്വഹിക്കുന്ന വിഷയത്തിൽ ഒരു നിശ്ചിത

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നയം പിൻതുടരാത്തതുമാണ്. ഈ സംഗതിയിൽ എന്തെങ്കിലും ഒരു വ്യവസ്ഥ ഉടനടി ഉണ്ടാക്കണമെന്നു ഗവണ്മെൻറിനെ ഉൽബോധിപ്പിച്ചുകൊള്ളുന്നു.

മീനച്ചിൽതാലൂക്കിലെ ഗതാഗതസൌകര്യങ്ങളെപ്പറ്റി പ്രത്യേകമായി എന്തെങ്കിലും എടുത്തു പറയുന്നതുകൊണ്ടു യാതൊരു പ്രയോജനവുമുണ്ടാകുമെന്ന് എനിക്കു തോന്നുന്നില്ല. അവിടത്തെയ്ക്ക് ആവശ്യമുള്ളതോടുകളേയും പാലങ്ങളേയും പറ്റി പല പ്രാവശ്യവും പറഞ്ഞിട്ടും യാതൊരു പ്രയോജനവും ഉണ്ടായിട്ടില്ല. മീനച്ചിലിൻറെ കേന്ദ്രമായ പാലായ്ക്കു സമീപം ഒരു പാലം വേണമെന്ന് ആവശ്യപ്പെട്ടിട്ടു വളരെനാൾ ആയി. അതിനുവേണ്ടി ഇതിനുമുമ്പു ഒരു ഗണ്യമായ തുക ചെലവാക്കിയെങ്കിലും വെള്ളപ്പൊക്കം വന്നതോടുകൂടി അതു കേടുവന്നുപോകുകയാണു ചെയ്തത്. ആ പാലത്തിൻറെ അഭാവത്തിൽ ഉണ്ടാകാവുന്ന ബുദ്ധിമുട്ടുകൾക്കും അപകടത്തിനും കയ്യും കണക്കുമില്ല. എന്നാലും അടുത്തകൊല്ലത്തിലെങ്കിലും ഇതിന് ഒരു പരിഹാരം ഉണ്ടാക്കണമെന്നു ഗവണ്മെൻറ് വിചാരിച്ചുകാണുന്നില്ല.

ഇതിനെപ്പറ്റി പലപ്രാവശ്യവും ഇൻറർപെലേഷൻസ്(Interpellations) അയച്ചിട്ടുണ്ടെങ്കിലും ഈ താലൂക്കിനെ വിസ്മരിച്ചുകളയുകയാണു ചെയ്തിട്ടുള്ളതു്. ചീഫ് എഞ്ചിനീയർ താലൂക്കുതോറും സഞ്ചരിച്ചു ജനങ്ങളുടെ ആവശ്യങ്ങൾ അറിഞ്ഞു് ഗതാഗതത്തിനു കൂടുതൽ സൌകര്യമുണ്ടാക്കണമെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

Mr. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : Sir, with respect to the merits of the motion before the House, it seems to me that it practically falls flat for, if the Chief Engineer travels to the extent provided for in the budget, he would be entitled to this travelling allowance; if he does not travel, he would not be entitled to it if he travels more, he will come up with a supplementary demand. So it does not matter. But there is importance in the motion inasmuch as certain points may be brought to the notice of the Chief Engineer under cover of his travels. I do concede that it is rather too much to expect him to travel throughout the State and satisfy himself as to the requirements of all parts of the State. So much locomotion cannot be expected of him. He can obviate this difficulty if the Executive Engineers move about to acquaint themselves with the requirements of each locality. Travel as urged is primarily intended to find out the convenience and requirements of each locality. But there are other advantages to be gained by the Chief Engineer moving about. One such advantage, I may at once say, is this. In certain parts of the

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[Mr P. K. Narayana Pillai.]

State, lines of communication require modifications and alterations with a view to saving of Government expenditure. I may just mention one such instance in my own taluk. There is a road which starts from the front of the Ambalapuzha temple eastwards to Karumady, crosses the Karumady bridge and goes southwards and then proceeds further east to Takazhy. I have been pressing upon the attention of the Executive Engineer as well as the Chief Engineer that an amount of wastage is incurred on account of this road inasmuch as the road with its curves, as it is at present, is exposed to the fury of wind and water and the erosion by floods, since the road passes through vast and extensive paddy fields with nothing to shield the road. Owing to such damage, it has to be repaired often. The people of Karumady are now prepared to surrender gratuitously the lands required to straighten the road right up to Takazhy In that case, it will pass through populated areas and the frequent erosion will not affect the road. It will thus cause saving to Government if the proposed line is adopted. I wrote to Mr. L H. Jacob, the Executive Engineer, but he pleads absence of funds. If the Chief Engineer goes there, he can verify the correctness of my statement. He will find that our request is well-founded and that he can bring about a saving to Government. So far as my constituency is concerned, we have only one road more, the one that goes to Alleppey.

There is another difficulty in regard to my taluk. Every member of this House is speaking about roads. I have to speak of canals and rivers as well. In my taluk they are important necessities as they are the chief means of communication. As I have brought to the notice of Mr. Truscott on previous occasions, if the Thalavady river is silted up, navigation would be prevented to the extent of $2\frac{1}{2}$ miles; and communication between Tiruvalla, Changanacherry and Ambalapuzha would be interrupted if the silting becomes a little more pronounced. As it is, I understood from Mr. Truscott himself that there is only just a foot of water above the bed of the Thalavady river. He inspected the place and he was convinced of the necessity of removing the silt. But he was pleading absence of funds. It is there that the travelling of the Chief Engineer should come to the rescue of the people. He must hammer it upon the head of Government that on inspection he found the river should be dredged, that any money spent now would save a larger expenditure in future and that a stitch in time would save nine. He is not only the Chief Engineer but the is also the adviser to Government on matters of public works : and Government should not hesitate to act up to his advice.

Therefore travelling has got various advantages. If it is judiciously undertaken, he can bring about much saving and suggest various improvements

Further, it is not enough if the Chief Engineer merely goes on travels. He has to make a halt at places where means of communication are asked for. Halting allowance may also to be allowed so that he

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may halt in various places and convince himself of the requirements of different localities. How can he know whether a road is needed or not at a particular locality if he does not halt there? He is the central authority to judge on these matters. If, on the other hand, he can rely on the Executive Engineers in these matters, that course may be quite enough.

So far as my taluk is concerned, it is quite necessary to link it up with Tiruvalla and Changanacherry on the eastern side so that in times of flood—and they are becoming more frequent and destructive in my taluk—people may easily migrate without suffering. As I said, it is quite a clear necessity to complete the road between Ambalapuzha and Tiruvalla and that is the only road we have been demanding for so many years in the past.

I am therefore submitting, Sir, that so far as this motion is concerned it is immaterial. The motion will not affect the Chief Engineer. I want the matter discussed under the motion to be considered by the Government.

MR. A. EASWARA PILLAI (*Kalkulam II*): I oppose the motion before the House I wish to point out that the Chief Engineer should travel frequently to South Travancore to know the real condition of the roads there. Sir, in the matter of canals, I have to say that at present we have only one canal in South Travancore. That is the A. V. M. canal. The work was commenced years ago. If that work is completed, as has been pointed out by the honourable member for Commerce and Industry, South, I mean Mr. Chidambaram Pillai, it would afford much convenience for boat travellers of South Travancore. Sir, the canal is still incomplete and I draw the attention of the Chief Engineer to see whether it can be completed in the near future.

Sir, there is also another matter which could be noticed by the Chief Engineer if he is allowed to travel frequently. Sir, the numerous toll-gates in South Travancore have become a serious nuisance to the travelling public who use conveyances. Sir, these toll-gates should be abolished.

DEPUTY PRESIDENT: The question of toll-gates is not relevant.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is the member aware that the Chief Engineer does not pay tolls?

MR. A. EASVARA PILLAI (*Kalkulam I*): Sir, what I am stating is that, if he is allowed to travel frequently, he will be in a position to see the numerous toll-gates that hamper the traffic and then he will be a position to recommend for the abolition.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Does the member know that the Chief Engineer does not travel properly?

DEPUTY PRESIDENT: I disallow that question.

MR. N. E. VARUGHESE (*Tiruvalla I*): ടോൾ പിരിക്കുന്ന റോഡുകളിൽ ധാരാളം പണം ചെലവു ചെയ്തു വാഹനങ്ങൾക്കു സഞ്ചരിക്കത്തക്കവിധത്തിൽ ആക്കിത്തീർക്കുന്നുണ്ടോ?

DEPUTY PRESIDENT: That question does not arise.

MR. K. M. KURIAKOSE (*Muvattupuzha II*): It is specifically stated that it refers only to incomplete works.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Does the member think that the travels made by the Chief Engineer benefit South Travancore as it ought to?

DEPUTY PRESIDENT: I disallow that question.

MR. A. EASWARA PILLAI (*Kaikulam II*): If you reduce the T. A. of the Chief Engineer, it will disappoint him and he may do no travelling at all. Sir, then there is another question to be looked into. If the Chief Engineer is allowed to travel by the Main Southern Road from Trivandrum to Cape, he will be able to see that about 150 buses ply along that road. Then he will be in a position to see the urgent necessity of opening the Trivandrum—Cape Railway and recommend accordingly.

MR. V. K. VELAPPAN NAIR (*Vaikam*): ചീഫ് എഞ്ചിനീയരുടെ ട്രാവലിംഗ് അലവൻസിൽനിന്നും ഒരു ലക്ഷം രൂപാ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാനും പിൻതാങ്ങുന്നു.

പി. ഡബ്ലിയു. ഡിപ്പാർട്ടുമെൻറിന് ഒരു സ്ഥിരമായ നയം ഇല്ലാത്തതുകൊണ്ട് അനാവശ്യമായി ഒട്ടധികം പണം ചെലവായിക്കൊണ്ടിരിക്കുന്നു എന്നുള്ളതാണ് എനിക്കു പ്രധാനമായി പറയാനുള്ളത്.

സർ, അനേകകാലത്തെ പ്രക്ഷോഭണത്തിൻെറ ഫലമായി ഏതെങ്കിലും ഒരു ജോലി പൊതുമരാമത്തുഡിപ്പാർട്ടുമെൻറ് സ്വീകരിച്ച് അതിലേയ്ക്കുള്ള തുകയും ബഡ്ജറിൽ ഉൾപ്പെടുത്തിയാൽ അതു തൃപ്തികരമായും ക്ലിപ്തപ്പെടുത്തീട്ടുള്ള കാലത്തിനുള്ളിലും ചെയ്തീർക്കാത്തതുനിമിത്തം ആ ജോലി പിന്നീട് ഒരിക്കലും നടക്കാതെ വരുന്നു.

സ്ഥിരമായ ഒരു നയം സ്വീകരിച്ച് അതനുസരിച്ചു പ്രവർത്തിക്കാത്തതുകൊണ്ടു ഗവണ്മെൻറിനു മുതൽ ഒട്ടധികം അനാവശ്യമായി ചെലവാക്കാൻ ഇടവരുന്നു. ചേർത്തല—ആലപ്പുഴത്തോടിനെപ്പറ്റി വളരെനാൾ പ്രക്ഷോഭണം നടത്തിയതിൻെറ ഫലമായി ഗവണ്മെൻറിൽ നിന്നും അതു നടപ്പാക്കാൻ ഉദ്ദേശിക്കയും ആവശ്യമുള്ള എത്രയും സ്ഥലം പൊന്നും വിലകൊടുത്തു് എടുത്തു് അങ്ങേഅറ്റത്തും ഇങ്ങേഅറ്റത്തുമുള്ള കുറെ സ്ഥലത്തു തോടുവെട്ടുകയും ചെയ്തു. ആ ജോലി തുടർന്നിരുന്നുവെങ്കിൽ വളരെ ഉപകാരപ്രദമായ ഒരുതോടു ചേർത്തലക്കാർക്ക് ഉണ്ടാകുമായിരുന്നു. സ്ഥിരമായ നയത്തിൻെറ അഭാവം നിമിത്തം തോട്ടിനുവേണ്ടി ചെലവാക്കിയ പണം ഇപ്പോൾ ഉപയോഗശൂന്യമായി കിടക്കുകയാണ്.

MR. K. M. KRISHNAN (*Ambalapuzha II*): ചേർത്തലത്തോടിനെസംബന്ധിച്ചു ഗവണ്മെൻറിനു് എത്രചെലവായിട്ടുണ്ടെന്നു് അറിയാമോ?

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MR. V. K. VELAPPAN NAIR (*Vaikom*) : ശരിയായി എനിക്കറിഞ്ഞുകൂടാ.

MR. K. M. KRISHNAN (*Ambalapuzha II*): ഉദ്ദേശമായിട്ടെങ്കിലും പറയാമോ?

MR. V. K. VELAPPAN NAIR (*Vaikom*) : ഉദ്ദേശം രണ്ടുമൂന്നുലക്ഷം രൂപാ ചെലവുണ്ടായിരിക്കും.

MR. G. NILAKANTAN (*Nominated*): ചേത്തല കനാൽ വെട്ടുന്നതു് ആ തീരത്തുള്ളവർക്കു ദോഷകരമാണെന്നു വിദഗ്ദ്ധന്മാർ അഭിപ്രായപ്പെട്ടിട്ടുള്ളതായി അറിയാമോ?

MR. V. K. VELAPPAN NAIR (*Vaikom*) : തോട് വെട്ടുന്നതു് ദോഷകരമാണെന്ന് ഒരു വിദഗ്ദ്ധനും അഭിപ്രായപ്പെട്ടിട്ടുള്ളതായി എനിക്കറിവില്ല.

ഇപ്പോഴത്തെ അധഃപതനം മൂലം അത്യാവശ്യജോലികൾപോലും നിർവഹിക്കുന്നതിനു പൊതുരാമത്തുഡിപ്പാർട്ടുമെൻറിൽ പണം ഇല്ലെന്നു പറഞ്ഞുവരുന്നുണ്ടു്. ഈ മാതിരിയുള്ള നയവ്യതിചലനങ്ങൾ കൊണ്ടു നഷ്ടപ്പെട്ടിരിക്കുന്ന സംഖ്യകളെ തിരിച്ചു വസൂലാക്കി എടുക്കുന്നതിനു ഗവണ്മെൻറു ശ്രദ്ധിച്ചാൽ ഏതാനും തുക നമ്മുടെ അത്യാവശ്യത്തിനു കിട്ടുന്നതാണു്. ചേത്തലത്തോടിൻറെ ആവശ്യത്തിനായി ഏറ്റെടുത്തിട്ടുള്ള സ്ഥലം അതിൻറെ അയൽവസ്തുഉടമസ്ഥന്മാർക്കു പതിച്ചുകൊടുക്കുന്നതായാൽ അതിൽനിന്നു് ഏതാനും സംഖ്യ നമുക്കു കിട്ടുന്നതാണു്. വൈയ്ക്കത്തു റൈസ്മിൽ പണിയിക്കുന്നതിനായി കായലോരത്തു് ഒരു ഏക്കർ സ്ഥലം വളരെ വിലകൊടുത്തു വാങ്ങിയതു് ഇപ്പോൾ ഉപയോഗമില്ലാതെ കിടക്കുന്നുണ്ടു്. ഇതുപോലെ മിക്കതാലൂക്കുകളിലും കാണാം. ഈ മാതിരി സ്ഥലങ്ങൾ വിറ്റിട്ടെങ്കിലും നമ്മുടെ അത്യാവശ്യങ്ങൾ നടത്തേണ്ടതാണു്.

അഡ്മിനിസ്ട്രേഷൻറിപ്പോർട്ടിൽ തിരുവിതാംകൂറിലെ സഞ്ചാരസൌകര്യത്തിനായി കണക്കാക്കീട്ടുള്ള റോഡുകളുടേയും തോടുകളുടേയും ആകെദൂരം ൧൯൨൫-ലെക്കാൾ ൧൯൨൬-ൽ കുറവായിട്ടാണു് കാണുന്നതു്. ൧൯൨൬-ാംവശത്തുള്ള പട്ടികനോക്കുക. റോഡു്, തോടു്, മറുസൌകര്യങ്ങൾ എല്ലാംകൂടി ൪,൫൦൦ മൈൽ ൧൯൨൫-ൽ ഉണ്ടായിരുന്നതു് ൧൯൨൬-ൽ ൪൯൯-മൈൽ ആയി കുറഞ്ഞു. ഇതു് എങ്ങിനെ എന്നു എനിക്കു മനസ്സിലാകുന്നില്ല. ൧൯൨൪-ൽ ൮,൫൩൫-മൈൽ റോഡുണ്ടായിരുന്നതു് ൧൯൨൫-ൽ ൯,൫൦൦-മൈലായി വർദ്ധിച്ചു. എന്നാൽ ഓരോ ആണ്ടിലും താരതമ്യേന അവയുടെ മെയിൻറനൻസ്സിനുള്ള തുക വർദ്ധിച്ചിട്ടില്ലെന്നു് ഡിപ്പാർട്ടുമെൻറിൽനിന്നും കൊടുത്തിട്ടുള്ള സ്റ്റേറുമെൻറിൽനിന്നും കാണാവുന്നതാണു്.

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MR. K. MAHOMED (*Alwaye*) : Sir, the progress of a country mainly depends upon sufficient means of communication, such as roads, canals, bridges, etc. But as far as the taluks in North Travancore are concerned, especially Kunnattnad, Muvattupuzha, Parur, and Todupuzha, except the main central road there are no branch roads. Hence people who live in the interior parts are put to great difficulties to step even outside their respective houses. From time to time, representations were to Government pointing out the extreme necessity of constructing a bridge across the Periyar near the ferry at Alwaye. Alwaye is a place whose importance is two-fold. It is a commercial centre as well as a health resort. During times of flood, it is a hopeless place. All the low-lying areas will be covered by water. In view of the fact that citizens live on either side of the river, and in view of the fact that it is very close to the Cochin Harbour, a bridge across the Periyar is quite essential.

Representations were also made to Government and the Chief Engineer for finishing the work of Thadikkakadavu-Manjaly road. One portion of this road was finished some years back. Last year a small amount was allotted for this and it was allowed to lapse. This year also a provision of Rs. 5,000 is made. I don't know whether this will also be allowed to lapse. We want also a road connecting Edappalli and Parur. The distance of these roads is very little It may range from 2 furlongs to a mile and a half at the most.

Another point which I have to bring to the attention of the Chief Engineer is about the places which have been cut off by the Cochin-Shoranur Railway. People are experiencing great difficulties to travel on account of the railway line which they have to cross. According to the Railway Rules, they stand the chance of being prosecuted. This matter was brought to the notice of the Cochin Government and of the South Indian Railway Company; but they informed us that it is a matter to be settled by the Travancore Government. In the Cochin State where roads have been cut off by Railway authorities, they have provided level crossings and gates for the convenience of the people of that State. But, in Travancore alone, we have to violate the rules of the South Indian Railway Company. I submit that it is the duty of the Travancore Government to move the Cochin Government or the South Indian Railway Company to erect level crossings and gates at the proper places.

DEPUTY PRESIDENT : I find gentlemen rising a number of times in their seats in order to get opportunity to speak on the motion. For instance, Mr. Sankaran, Mr. Ramakrishna Panickar, Mr. John Joseph Mr. Padmanabhan, Mr. S. J. Nair and Mr. Kuriakose have stood up several times.

MR. R. SIVARAMAN NAIR (*Tiruvella II*) ; Myself too, Sir.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Others did not stand up because they thought there was not much use in standing up.

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DEPUTY PRESIDENT : I did not take it that others did not want to speak on this motion.

MR. K. M. KRISHNAN (*Ambalapuzha II*): I am also one of those who stood up, Sir.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : Sir, I support the motion. I do realise that the reduction of Re. 1 is not going to make any appreciable charge in the actual work of the department or in the policy pursued by it. Anyhow, Sir, this is the only opportunity for me to point out the various defects in the administration of the department by its present head.

It has been stated very often here that the present Chief Engineer is very fond of travelling. He has appropriately been called, and he can even be addressed as Dux.

Sir, I too could have prepared a pretty long list of the requirements of my constituency. I may say that I do not propose to inflict such a list on the Chief Engineer. But I must point out to him that the M. S. Road used to be called the best road for pedestrian traffic in the whole of South India if not in the whole of India ; buses and motor cars can go along any kind of road ; it is the pedestrian that will feel the inconvenience if the road is bad it was a pride for Travancore. This M S. Road covers a distance of about 50 miles from the capital to the frontier. Anyone who has travelled along this road just a couple of weeks ago when we had some drizzling I will not say rain, Sir, because it is a long time since we had it—would testify to the fact that the condition of the road is now really deplorable especially that portion of it which lies within the Trivandrum Division. I understand, Sir, that the annual maintenance expenditure per mile of this road is greater, far greater, than that on any other road in Travancore. I think it is over Rs. 1,500 per mile. I was wondering, as I was travelling along this road, what the engineering authorities are doing with all this money. I daresay that even those who were driving in the best of sedan cars could not have escaped the rude shocks and uncomfortable jerks on account of the bad ruts in this road. It is really a shame upon our Engineering Department.

MR. N. E. VARUGHESE (*Tiruvalla I*) : ഈ റോഡുകളിൽ ശരിയായി മെയിൻറനൻസ്സ് നടക്കുന്നുണ്ട് എന്നറിയാമോ?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : തീച്ചയായും മെയിൻറനൻസ്സ് നടക്കുന്നില്ല.

MR. N. E. VARUGHESE (*Tiruvalla I*) : ഒരു മൈലിന നിശ്ചയിച്ചിട്ടുള്ള ഫ,@ o o -ത്തുകയും എങ്ങനെ ചെലവാകുന്നു എന്നു അറിയാമോ?

MR. PACODE A. NARAYANA PILLAI : (*Vilavankod*) : . റോഡിനുവേണ്ടി ചെലവാക്കുന്നില്ലെന്നുള്ളതു തീർച്ചയാണ്.

DEPUTY PRESIDENT : It is not relevant.

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MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Another important means of communication, so far as South Travancore is concerned, is the A. V. M. Canal. This waterway was opened in order to facilitate cheap transport of goods from the northern frontier to the southern parts of the State; and, as the name itself shows, it was associated with the late revered Queen Victoria and with our late Maha Raja Martanda Varma.

MR. G. NILAKANTAN (*Nominated*): May I know the number of cross canals that cross this canal?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I do not catch the member, Sir.

MR. G. NILAKANTAN (*Nominated*): I am referring to channels, Sir.

DEPUTY PRESIDENT: Channel is different from canal: that is the difficulty.

MR. G. NILAKANTAN (*Nominated*): May I know the number of drainage channels that go across this A. V. M. Canal?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I suppose I am not bound to answer the question.

MR K. SANKARAN (*Kartikapalli I*): Sir, each member has been pressing the needs of his own constituency under this motion, so that I am anxious that my own constituency should not suffer for default.

Sir, my constituency includes some of the coastal *pakuthies* of the Karunagapalli and Kartikapalli taluks. My constituency is not only deficient in means of communication, but it also lacks in means of good drinking water. If only the present Chief Engineer had thought it fit to pay a visit to any part of my constituency, he would surely have provided funds for the supply of good drinking water and for the improvement of means of communication in my constituency. Of all the constituencies in the State, mine, composed as it is of parts of two taluks, has the smallest length of roads maintained by public funds. I would appeal to the Chief Engineer to bear this fact in view and to remember to provide sufficient funds at least in the next budget. We lack means of communication both by water and by land. I admit, Sir, that it is not possible in one year to allot funds for all works in all the taluks of the State. My submission is that the Chief Engineer should consider the relative importance and relative urgency of the needs of the different taluks before he makes provision in the budget.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): I support the motion. Sir, the object of the motion, as I understand it, is to criticise the policy followed by the department. Those who opposed the motion as also those who supported the motion have had only that same object in view. So far as I am concerned, there are just two or three points which I want to impress upon the Government.

The Public Works Department does not pay due attention to the means of communication in mofussil parts in general. While large sums of money are being spent in the Capital, even necessities in the

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matter of means of communication are denied to the mofussil parts. So far as Kartikapalli, the taluk which I represent, is concerned, the means of communication are very limited. The total length of metalled road in the taluk is only less than ten or twelve miles. Considering the importance of the taluk, considering the revenue realised by Government from the taluk, it must be admitted that the condition of means of communication there is really deplorable. Even at the last Budget Session, I pointed out the necessity for improving and metalling certain village roads in the taluk. There is, for instance, the Kartikapalli-Kayankulam road *via* Muthukulam. I see, Sir, that, in the budget now before us, there is a provision of Rs. 15,000 for constructing a road from Nangayarkulangara to Kayankulam, rather than for the conversion of the Kartikapalli-Kayankulam road into a cart road. My only fear is that this amount would be diverted for other purposes. The road that I referred to lies parallel to the road the repair of which is provided for in the budget. If it is not possible to take up the construction of the Kartikapalli-Kayankulam road *via* Mutukulam this year, I would request the Department to open a number of cross-roads between that road and the road referred to in the budget. That at least may be done this year.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I know who said that the construction of that road is not possible?

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): Of course that is my information. The Chief Engineer himself in answer to a question last time, (President's bell rang a second time).

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it not subsequent to that that provision was made?

DEPUTY PRESIDENT: The second bell has gone. I want to say this. I mentioned some names. It was only informal. Members who want to talk will have to catch the eye of the Chair.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): Sir, I may be allowed to continue.

DEPUTY PRESIDENT: The member must take his seat, as I am on my legs.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): I have not yet finished.

DEPUTY PRESIDENT: I am very sorry that the member has not finished. The second bell has gone and I cannot allow the member to continue. I mentioned certain names, but Mr. Kottur Kunjukrishna Pillai was not then here Certain gentlemen tried to rise up and speak and just to save the time of the House, I called out certain names.

The House will now adjourn and meet again tomorrow at 11-0' clock.

The House adjourned at 5-2 P. M.

K. MADHAVA KURUP,
Secretary to the Sri Mulam Assembly.

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